



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

Air Traffic Organization Policy

**ORDER
JO 7900.2C**

Effective Date:
08/22/2014

SUBJ: Reporting of Navigational Aids, Communication Facilities, Radar Facilities, and Aviation Weather Systems Data to the National Flight Data Center

1. Purpose of This Order. This order defines requirements and responsibilities for reporting Navigational Aids (NAVAIDs), Communication Facilities (e.g., Air Route Traffic Control Centers (ARTCC), Terminal Radar Approach Control (TRACON) facilities, Airport Traffic Control Towers (ATCT), Flight Service Stations (FSS), and Department of Defense (DoD) ATCT and Approach Control Facilities) data to the NFDC. This order also defines requirements and responsibilities for reporting civil and military Airport Surveillance Radar (ASR), Air Route Surveillance Radar (ARSR), Precision Approach Radar (PAR) and Aviation Weather Systems data (e.g., Automated Surface Observing System (ASOS) and Automated Weather Observing System (AWOS)) to the National Flight Data Center (NFDC).

2. Audience. This order applies to the following organizations within the Federal Aviation Administration (FAA) Air Traffic Organization (ATO) who have the responsibility for submitting data to the NFDC: the System Operations Flight Services Program Operations Office; the En Route and Oceanic Services Service Areas (ARTCC, Center Radar Approach Control (CERAP) and Combined Control Facility (CCF)); the Terminal Services Service Areas (ATCT and TRACON facilities); the Technical Operations Service Areas (NAVAID Engineering Group); Program Operations Services directorate (Spectrum Engineering Services Group); Flight Inspection Services directorate; and the Mission Support Services Service Centers (Non-Fed Program Coordination Offices and Planning and Requirements Group). This order also applies to organizations within the DoD for the submission of military data to the NFDC.

3. Where Can I Find This Order? This order is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the FAA's public website at http://www.faa.gov/regulations_policies/orders_notices/.

4. Cancellation. JO 7900.2B, Reporting of Navigational Aids, Communication Facilities, and Aviation Weather Systems Data to the National Flight Data Center dated January 31, 2013 and JO 7900.4, Reporting of Military-Certified Air Navigation Facilities to the National Flight Data Center dated February 17, 1971 are cancelled.

5. Explanation of Policy Changes. These changes are being implemented to provide new and updated guidance and policy for reporting aeronautical data to the NFDC. Specific changes include:

a. General. This order standardizes civil and military data reporting requirements, defines authorized sources, provides digital data submission forms, and expands the data domains to support Radar Instrument Approach Minimums for ASR, ARSR and PAR.

b. Format. Formatting is revised to meet current FAA standards. Paragraphs are realigned for better editorial flow. Office identifications and routing codes are updated to reflect the current FAA organizational structure.

c. Radar Facility Data. The Radar Instrument Approach Data Form, FAA Form 7900-7, will replace the Facility Data Forms, FAA Form 8240-22, previously provided in FAA Order 8240.52, *Aeronautical Data Management*, for the submission of this data to the NFDC.

6. Requirements for Reporting Aeronautical Data to the National Flight Data Center.

a. General. When a National Airspace System (NAS) service, facility or system is commissioned, decommissioned or modified, the data must be reported to the NFDC. Each organization with the authority to submit NAS data changes must submit the changes on the appropriate data forms which are available on the NFDC website (<https://nfdc.faa.gov>). Sample forms are included in this order for reference. Prior to submission of the form, the responsible organization must ensure authorization and certification for the changes through coordination with the appropriate stakeholder organizations as mandated by applicable FAA directives.

b. Forms. Digital forms have been created to replace the legacy Portable Document Format (PDF) method of submitting NAS data changes to the NFDC. The digital forms presented in this Order are intended to capture data describing the following facilities and systems:

(1) Instrument Landing Systems (ILS) Data Form. FAA Form 7900-6 is used to submit ILS, Simplified Directional Facility (SDF), Microwave Landing System (MLS), Interim Standard Microwave Landing System (ISMLS), and Localizer-type Directional Aid (LDA) data to the NFDC.

(2) Navigational Aid (NAVAID) Data Form. FAA Form 7900-2 is used to submit NAVAID data to the NFDC. NAVAIDs include Distance Measuring Equipment (DME), Non-Directional Beacons (NDB), Tactical Air Navigation (TACAN), Very High Frequency (VHF) Omni-Directional Range (VOR), VOR test facilities (VOT), and/or certain combinations of these systems.

(3) Air Route Traffic Control Centers (ARTCC), Center Radar Approach Control (CERAP) and Combined Control Facility (CCF) Data Form. FAA Form 7900-1 is used to submit data for an ARTCC, CERAP (en route) and CCF (en route) data only, including Remote Center Air/Ground (RCAG) communications facilities, to the NFDC.

Note: This form is *not* used to submit data describing ARTCC boundaries. For instructions detailing how to submit ARTCC boundary data to the NFDC, reference FAA Order 7900.1, *Changes to Domestic/Oceanic Air Route Traffic Control Center (ARTCC) and ICAO Flight Information Region (FIR) Boundaries*.

(4) **Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities**

Data Form. FAA Form 7900-4 is used to submit data describing terminal air traffic control facilities to the NFDC. Terminal air traffic control facilities include ATCT, Remote Transmitter/Receiver (RTR), TRACON facilities (including both on airport and consolidated TRACON facilities), terminal portion of the CERAP and CCF, DoD Approach Control Facilities, and military Ground Controlled Approach (GCA) facilities to the NFDC.

(5) **Weather (WX) Systems Data Form.** FAA Form 7900-5 is used to submit Weather (WX) system (e.g., ASOS and AWOS) data to the NFDC.

(6) **Flight Service Stations (FSS) and Military Base Operations (BASEOPS) Data Form.** FAA Form 7900-3 is used to submit data describing FSS, Radio Communication Outlets (RCO), and Self Sustained Outlets (SSO) and DoD Base Operations to the NFDC.

(7) **Radar Instrument Approach Data Form.** FAA Form 7900-7 is used to submit ASR, ARSR and PAR data to the NFDC.

c. Geodetic Datum. Each of the forms includes a field to identify the datum used to measure the reported geodetic data. Any civilian domestic geodetic data reported to the NFDC on the forms in this Order must use the North American Datum of 1983 (NAD83) as the horizontal reference system and the North American Vertical Datum of 1988 (NAVD88) as the vertical reference system. Military geodetic data may use World Geodetic System of 1984 (WGS84) as the horizontal reference system and Earth Gravitational Model of 1996 (EGM96) as the vertical reference system to comply with international standards.

d. Submission. Instructions for how to submit NAS data changes to the NFDC via these forms are available on the NFDC website (<https://nfdc.faa.gov>). In the event that the NFDC website is unavailable, the sample forms provided in the appendices of this order may be completed and faxed or mailed to the NFDC via the following:

FAA, Aeronautical Information Management
NFDC Group, AJV-2
1575 Eye St., NW
Washington, DC 20005
Fax: 202-267-6302

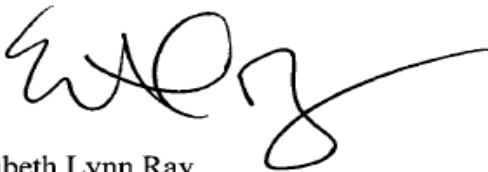
The submitting organization must provide NAS data changes to the NFDC as soon as possible but not later than the cut-off dates listed on the NFDC website (<https://nfdc.faa.gov>) and in the Airport Facility Directory (A/FD). Adherence to established data submission cut-off dates is required to ensure changes to the NAS are disseminated in compliance with Aeronautical Information Regulation and Control (AIRAC) effective dates.

7. Distribution. This order is distributed in Washington headquarters to the branch level of the Office of Airports, the Air Traffic Organization (including En Route and Oceanic Services, Terminal Services, Technical Operations Services, System Operations Services, and Mission Support Services), and the Office of Aviation Safety (including Flight Standards Service); to the William J. Hughes Technical Center; to the Mike Monroney Aeronautical Center; to all Regional

Offices; and to all associated field offices and facilities. This order is also distributed to the following external organizations: the National Geospatial-Intelligence Agency (NGA), DoD, and the Department of Homeland Security (DHS).

8. Background. The NFDC, within the Aeronautical Information Management (AIM) directorate of Mission Support Services, is the central authority and official repository within the FAA responsible for the collection, validation and quality control of aeronautical information disseminated to support NAS operations detailing the physical description, geographical position, and operational characteristics and status of all components of the NAS.

The NFDC is responsible for providing aeronautical information for operational use by ATCTs, TRACONs, ARTCCs, Air Traffic Control System Command Center (ATCSCC), FSSs, DoD, ATC Facilities, DHS, private chart producers, airports, pilots, Flight Management Systems (FMS), Global Positioning Systems (GPS), onboard cockpit displays, moving maps, and data link systems. NFDC aeronautical information is used to develop and update Instrument Approach Procedures (IAP), digital products, aeronautical charts and related publications. The NFDC disseminates aeronautical information in accordance with standards established by the International Civil Aviation Organization (ICAO) and in accordance with the AIRAC cycle.



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Appendix A: Instrument Landing System (ILS) Data Form Instructions

A. General. The Instrument Landing System (ILS) Data Form, FAA Form 7900-6, is used to submit ILS, Simplified Directional Facility (SDF), Microwave Landing System (MLS), Interim Standard Microwave Landing System (ISMLS), and Localizer-type Directional Aid (LDA) data to the National Flight Data Center (NFDC).

This form should only be used to submit ILS data to the NFDC. To submit data describing other navigational aids, such as Non-Directional Beacons (NDB), Tactical Air Navigation (TACAN) systems, and Very High Frequency (VHF) Omni-Directional Range (VOR) systems, use FAA Form 7900-2, Navigational Aid (NAVAID) Data Form.

Submitters should carefully read all of the following instructions to ensure the preparation of complete and accurate submissions that can be processed in a timely manner.

B. Authorized Submitters. For federally owned systems, this form should be submitted to the NFDC by authorized personnel within the NAVAID Engineering group of FAA ATO Technical Operations and the Office of Airport Safety and Standards, Airport Engineering Division.

For non-federally owned systems, this form should be submitted to the NFDC by personnel within the non-federal program implementation management group of the appropriate service center under FAA ATO Mission Support Services.

For military owned systems, this form should be submitted to the NFDC by authorized personnel within the appropriate service under the Department of Defense (DoD).

C. Form Sections.

I. Submission. This section provides information related to submission of data to the NFDC, including the contact information of the submitter, the name of the official who authorizes the changes to made, the purpose of the submission, and the estimated date that the changes will be effective.

(1) **Name.** Enter the name of the FAA or DoD (military) submitter.

(2) **Organization.** Enter information for the FAA or DoD (military) submitter.

a) **Organization Type.** Select the type of organization:

- FAA
- Military

b) **Organization Name.** Enter the name of the FAA organization. If the organization type is military, select the appropriate service:

- U.S. Army (USA)
- U.S. Air Force (USAF)
- U.S. Coast Guard (USCG)
- U.S. Navy (USN)/U.S. Marine Corps (USMC)
- Other – Specify in remarks section

c) **Organization Routing Code:** Enter the FAA routing code or office symbol under DoD.

(3) **Submission Date.** Enter the month, day, and year of the form submission.

(4) **Email.** Enter the email address of the FAA or DoD (military) submitter.

(5) **Phone.** Enter the phone number including area code of the FAA or DoD (military) submitter.

(6) **Authorizing Official/Title/Routing Symbol.** Enter the name, title and routing symbol of the official authorizing the changes to be made (e.g., Facility Manager, Program Director, Lead Engineer or appropriate military authority).

(7) **Purpose of Submission.** Select one of the following options to indicate the purpose for submitting the form:

- **Changes to Existing System** – Select this option if this form is being submitted to report changes to an existing ILS (e.g., addition of a DME).
- **New System** – Select this option if this form is being submitted to report a new ILS that has been or will be newly commissioned.
- **Decommission System** – Select this option if this form is being submitted to report decommissioning of a localizer, ILS and associated components.

(8) **Runway (RWY) Changes Associated with ILS.** Indicate if any changes are being made to the associated RWY as a result of the new, changing or relocating ILS (e.g., airport elevation, new runway threshold, displaced threshold, threshold elevation, runway length, runway width, Landing Distance Available (LDA), and Touchdown Zone Elevation (TDZE) to include ellipsoid elevation.) If yes, reference the *source* of the RWY data changes (e.g., survey, Airport District Office (ADO), Aeronautical Information Publication (AIP)).

Note: The source is only requested to provide the source of the RWY data, *not* the data itself.

(9) **Proposed Effective or Decommissioning Date.** Select the proposed Aeronautical Information Regulation and Control (AIRAC) effective or decommissioning date.

Note: The submitting organization must provide NAS data changes to the NFDC as soon as possible but not later than the cut-off dates listed on the NFDC website (<https://nfdc.faa.gov>) and in the Airport Facility Directory (A/FD).

II. General. This section provides general information that describes the ILS for which data is being reported.

(10) **Facility Identifier (ID).** Enter the ID of the facility per FAA Order 7350.8, *Location Identifiers* (e.g., ILS/LOC, I-PIT, I-BVI).

(11) ILS Facility Type. Select the type of facility being reported.

- ILS – Instrument Landing System
- ILS/DME – ILS with DME
- LDA – Localizer-type Directional Aid
- LDA/DME – LDA with DME
- LDA/GS– LDA with Glide Slope
- LOC - Localizer
- LOC/DME – LOC with DME
- MLS – Microwave Landing System
- SDF – Simplified Directional Facility
- SDF/DME – SDF with DME

(12) Owner Type. Select the type of funding used for the facility.

- Federal
- Non-Federal
- Military

(13) ILS Classification. Enter the classification of the ILS used to describe the system's performance per FAA Order 6750.24, *Instrument Landing System and Ancillary Electronic Component Configuration and Performance Requirements*.

a) Facility Performance Category. Select the Facility Performance Category (CAT) as defined in FAA Order 6750.24.

- I – ILS equipment meeting performance standards and monitors adjusted to support CAT I approach operations.
- II – ILS equipment meeting performance standards and monitors adjusted to support CAT II approach operations.
- III – ILS equipment meeting performance standards and monitors adjusted to support CAT III approach operations.

b) Course Structure Tolerance. Select the ILS point (defined in FAA Order 6750.24) to which the localizer conforms to the CAT III Course Structure Tolerances (TOL) using a physical location on the approach or runway.

- A – 4 Nautical Miles (NM) before the threshold
- B – 3,500 feet before the threshold
- C – Glide path altitude of 100 feet Height Above Touchdown (HAT) (CAT II decision point)
- T – Threshold
- D – 3,000 feet beyond the threshold (CAT III requirement only)
- E – 2,000 feet before the runway end (CAT III requirement only)
- TBD – To Be Determined. Data field to be populated by NFDC after flight check report is completed.

c) Integrity/Continuity. Select the minimum level of Integrity and Continuity of Service (CoS) of the ILS. For the specific requirements regarding the levels of Integrity/Continuity (I/C), reference FAA Order 6750.24).

- Level 1

- Level 2
- Level 3
- Level 4

(14) Remotely Monitored. Indicate if the ILS and associated components are remotely monitored and if so, select the name of the monitoring facility (e.g., ATCT, MOCC, Airport Operations, sheriff's department, etc.). Enter the hours and days of operation for the ILS if remote monitoring is not full time. If remotely monitored for 24 hours, enter 24 in this field.

Note: Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5 (-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

• **ILS (GS and LOC) is remotely monitored full time.**

a) **Monitoring Facility Name.**

- ATCT – Airport Traffic Control Tower
- Airport – Operations
- ARTCC – Air Route Traffic Control Center
- TRACON – Terminal Radar Approach Control
- CERAP – Center Radar Approach Control
- CCF – Combined Control Facility
- AOCC – Atlantic Operations Control Center
- MOCC- Mid-States Operations Control Center
- POCC – Pacific Operations Control Center
- ARAC- Army Radar Approach Control
- RAPCON – Air Force Radar Approach Control
- RATCF– Navy Radar Air Traffic Control Facility
- Other, specify in remarks section

• **ILS (GS and LOC) is remotely monitored part time, unmonitored when ATC facility is closed.**

a) **Monitoring Facility Name.**

- ATCT
- Airport
- ARTCC
- TRACON
- CERAP
- CCF

- AOCC
 - MOCC
 - POCC
 - ARAC
 - RAPCON
 - RATCF
 - Other, specify in remarks section
- b) Remote Monitoring Hours.** (Indicate if DST)
- c) Remotely Monitored Facilities.** (Check all which apply)
- ILS (GS and LOC)
 - LOC only
 - DME
 - NDB (include NDB Name)
 - LOM (include LOM Name)
 - LMM (include LMM name)
 - OM (include OM Name)
 - MM (include MM Name)
 - IM
- **ILS (GS and LOC) is remotely monitored part time, unmonitored when airport is unattended.**
- a) Monitoring Facility Name.**
- ATCT
 - Airport
 - ARTCC
 - TRACON
 - CERAP
 - CCF
 - AOCC
 - MOCC
 - POCC
 - ARAC
 - RAPCON
 - RATCF
 - Other, specify in remarks section
- b) Remote Monitoring Hours.** (Indicate if DST)
- c) Remotely Monitored Facilities.** (Check all which apply)
- ILS (GS and LOC)
 - LOC only
 - DME
 - NDB (include NDB Name)
 - LOM (include LOM Name)
 - LMM (include LMM name)

- OM (include OM Name)
- MM (include MM Name)
- IM
- **Status is not remotely monitored.**
- **Other.** Enter in remarks section.

(15) Monitor Category Code. Select the monitoring category of the ILS.

- 1 – Internal monitoring plus a status monitor installed at control point
- 2 – Internal monitoring with status indicator at control point inoperative but, pilot reports indicated facility is operating normally
- 3 – Internal monitoring only; status indicator not installed at control point
- 4 – Internal monitor not installed; remote status indicator provided at control point

(16) Magnetic Variation. Enter the Magnetic Variation (MagVar) of record for the ILS and the epoch year. If unknown, contact the Technical Program Support Group within the FAA ATO Mission Support Services.

(17) Facility Owner. Enter the name of the organization or authority that owns the facility (e.g., FAA, U.S. Air Force, county, state).

(18) Airport Name. Enter the airport name or name of the military airfield per FAA Order 7350.8.

(19) Airport Location ID. Enter the FAA location ID or the four letter ICAO location ID of the associated airport per FAA Order 7350.8.

(20) Location. Enter the city and state (for United States) or city and country (for international) where the facility is located per FAA Order 7350.8.

(21) Operator. Enter the name of the organization or authority that operates the facility (e.g., FAA, U.S. Air Force, county authority, state authority).

(22) Runway (RWY) Number Approach (APCH) End. Identify the RWY number at the APCH End served by the ILS.

(23) Approach Magnetic Bearing. Enter the approach magnetic bearing of the ILS in degrees to the nearest hundredth.

(24) Geodetic Datum. Select the applicable horizontal and vertical reference systems used for any geodetic data reported.

- Horizontal: NAD83 or WGS84
- Vertical: NAVD88 or EGM96

III. Localizer or MLS Azimuth. This section provides information that describes the localizer component of the ILS or azimuth for MLS for which data is being reported.

(25) Localizer Coordinates. Enter the latitude and longitude of the localizer in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N (for North) or S (for South) after the latitude and E (for East) or W (for West) after the longitude.

(26) Transmitter. Select the transmitter the ILS utilizes.

- Single
- Dual Transmitter
- Not Applicable (N/A)

(27) Dual Frequency. Indicate if the ILS uses a dual frequency.

(28) Ground Elevation. Enter the ground elevation of the localizer in feet rounded to the nearest tenth of a foot, Mean Sea Level (MSL). If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(29) Equipment Type. Select the equipment type of the localizer (manufacturer, model number). If not listed, select other and explain in the remarks section.

(30) Antenna Type. Select the antenna type of the localizer.

- 4D – 4-DIPOLE
- 6D – 6-DIPOLE
- SL – 8-LOOP
- LD – LDA
- LDP – LOG-PER DIPOLE
- 8LP – LOG-PER 8
- 14LP – LOG-PER 14
- 20LP – LOG-PER 20
- TW – TRAV-WAVE
- V4 – VRING-14
- V5 – VRING-15
- V8 – VRING-8
- WG – WAV-GUIDE
- YG – YAGI
- Other – Specify in remarks section

(31) Frequency. Enter the frequency of the localizer in Megahertz (MHz) or Kilohertz (kHz) to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

- (32) **Voice.** Select the type of service provided by remote voice capability:
- Automated Terminal Information Service (ATIS)
 - Approach Control (APCH CTL)
 - None

(33) **Distance to Approach End of Runway (AER).** Enter the distance to the nearest foot measured along the RWY Centerline (C/L) from *a point abeam the center of the localizer array or azimuth antenna* to the landing threshold at the Approach End of the Runway (AER) (accounting for any displacements).

(34) **Distance to Departure End of Runway (DER).** Enter the distance to the nearest foot measured along the RWY C/L from *a point abeam the center of the localizer array or azimuth antenna* to the stop/Departure End of the Runway (DER). An offset antenna inside the stop/departure end, toward the threshold, will require the use of a minus sign preceding the distance value (e.g., offset stop/departure end, -76 feet).

- (35) **Standby Power.** Select the form of standby power available to the localizer.
- Commercial/Uninterrupted Power Source (UPS)
 - Engine
 - Battery
 - None
 - Unknown

- (36) **Course Width.** Enter, to the nearest hundredth, the localizer monitor limits.

Note: Ideal widths for ILS are between 3.00 and 6.00 degrees, and ideal widths for SDF are between 6.00 and 12.00 degrees.

(37) **Tailored Course Width.** Indicate if the localizer course width is tailored; if so, enter the sector course width at the threshold in feet to the nearest foot.

Note: A tailored localizer course must have a width of 700 feet \pm 5 feet at the threshold.

(38) **Back Course Status.** Indicate if the back course of the localizer is usable or unusable.

(39) **Distance/Direction Offset from RWY Centerline (C/L).** If the localizer/azimuth antenna is offset from the RWY C/L, enter the direction and distance it is offset (to the nearest foot). The direction (left or right) is determined by facing the runway at the approach end. If the localizer/azimuth is within \pm 10 feet from RWY C/L, select C/L.

IV. Glide Path or MLS Elevation Station. This section provides information that describes the glide path data of the system for which data is being reported. This section can be used to provide data for the Glide Slope (GS) component of an ILS or the elevation station of an MLS.

(40) GS Antenna Coordinates. Enter the latitude and longitude of the GS antenna in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

(41) Transmitter. Select the transmitter the ILS utilizes.

- Single
- Dual Transmitter
- Not Applicable (N/A)

(42) Dual Frequency. Indicate if the ILS uses a dual frequency.

(43) Ground Elevation. Enter the ground elevation of the GS in feet rounded to the nearest tenth of a foot, MSL. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(44) Equipment Type. Select the equipment type of the GS (manufacturer, model number). If not listed, select other and explain in the remarks section.

(45) Frequency. Enter the frequency of the GS in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

(46) Threshold Crossing Height (TCH). Enter the TCH at threshold to the nearest tenth of a foot Above Ground Level (AGL) or to the nearest hundredth of a foot AGL, if available. Indicate the type of elevation used for TCH calculation:

- Site Elevation
- Crown Elevation

(47) Glide Angle. Enter the angle of the glide path to the nearest hundredth of a degree.

(48) Antenna Type. Select the antenna type of the GS.

- CE – CAP-EFF
- EF – END-FIRE (Must include the Phase Center Line Elevation and Runway Point of Intercept (RPI) with this antenna type in the remarks section)
- NR – NULL-REF
- SR – SIDE-REF
- Other – Specify in remarks section

(49) Aiming Point Coordinates. Enter the latitude and longitude of the aiming point of the GS in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

(50) RWY Elevation Adjacent to GS. Enter the elevation to the nearest tenth of a foot, if available, of the RWY C/L abeam the ILS, GS or MLS elevation antenna.

(51) Distance to AER. Enter the distance, to the nearest foot, measured along the RWY C/L from a point abeam the glide slope to the landing threshold at the AER (accounting for any displacements).

(52) Distance/Direction from Antenna to RWY C/L. Enter if the ILS GS is left or right of RWY C/L and enter the precise perpendicular distance to RWY C/L to the nearest foot.

(53) Standby Power. Select the form of standby power available to the GS component.

- Commercial/UPS
- Engine
- Battery
- None
- Unknown

V. DME. This section provides information that describes the DME component of the ILS for which data is being reported.

(54) DME Source. Select the DME source associated with this ILS.

- ILS/DME - ILS with DME
- TACAN – Tactical Air Navigation System
- VOR/DME – Collocated VOR and DME
- VORTAC – Collocated VOR and TACAN

(55) DME Coordinates. Enter the latitude and longitude of the DME in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

(56) Elevation. Enter the ground elevation of the DME antenna in feet, MSL, rounded to the nearest tenth of a foot. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(57) Distance to AER. Enter the distance to the nearest foot measured along the RWY C/L from a point abeam the DME to the AER (accounting for any displacements).

(58) Distance to DER. Enter the distance to the nearest foot measured along the RWY C/L from a point abeam the DME to the stop/DER.

(59) Standby Power. Select the form of standby power available to the DME component.

- Commercial/UPS
- Engine

- Battery
- None
- Unknown

(60) Channel. Enter the DME channel number used for operation of the DME.

(61) Distance/Direction Offset from RWY C/L. Enter if the DME is left or right of RWY C/L and enter the precise perpendicular distance to RWY C/L to the nearest foot.

VI. Inner Marker. This section provides information that describes the Inner Marker (IM) component of the ILS for which data is being reported.

(62) IM Coordinates. Enter the latitude and longitude of the IM in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

(63) Elevation. Enter the ground elevation of the IM in feet, MSL, rounded to the nearest tenth of a foot. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(64) Distance to AER. Enter the distance to the nearest foot measured along the RWY C/L from a point abeam the IM to the AER (accounting for any displacements).

(65) Distance to DER. Enter the distance to the nearest foot measured along the RWY C/L from a point abeam the IM to the stop/DER.

(66) Distance/Direction Offset from RWY C/L. Enter if the IM is left or right of RWY C/L and enter the precise perpendicular distance to RWY C/L to the nearest foot.

VII. Middle Marker (MM). This section provides information that describes the MM component of the ILS for which data is being reported.

(67) MM Coordinates. Enter the latitude and longitude of the MM in degrees, minutes, and seconds to the nearest hundredth of a second, at a minimum, or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

(68) Elevation. Enter the ground elevation of the MM in feet rounded to the nearest tenth of a foot, MSL. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(69) Distance to AER. Enter the distance to the nearest foot measured along the RWY C/L from a point abeam the MM to the landing threshold at the AER (accounting for any displacements).

(70) Distance to DER. Enter the distance to the nearest foot measured along the RWY C/L from a point abeam the MM to the stop/DER.

(71) Distance/Direction Offset from RWY C/L. Enter if the MM is left or right of RWY C/L and enter the precise perpendicular distance to RWY C/L to the nearest foot.

(72) Waypoint/Fix Name. Enter the Reporting Point (waypoint, fix) name of the MM, or the collocated compass locator/Non-Directional Beacon (NDB).

(73) Facility Type. Select the facility type of the MM. If facility type selected is Locator (at ILS) Middle Marker (LMM) (NDB/Marker), enter the latitude and longitude of the compass locator (NDB) at the MM in degrees, minutes, and seconds to the nearest hundredth of a second, at a minimum, or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

- Marker Only
- LMM (NDB/Marker) – Provide the NDB Identifier

(74) Class. Indicate the class of the collocated compass locator or NDB as:

- LMM – Compass Locator station when installed at middle marker site (15 NM at all altitudes)
- MH – Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes)
- H – Non-directional radio beacon (homing) power 50 watts to less than 2000 watts (50 NM at all altitudes)
- HH – Non-directional radio beacon (homing) power greater than 2000 watts (75 NM at all altitudes)

(75) Frequency. Enter the frequency of the collocated NDB in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

VIII. Outer Marker. This section provides information that describes the Outer Marker (OM) component of the ILS for which data is being reported.

(76) OM Coordinates. Enter the latitude and longitude of the OM in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

(77) Elevation. Enter the ground elevation of the OM in feet rounded to the nearest tenth of a foot, MSL. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(78) Distance to AER. Enter the distance to the nearest foot measured along the RWY C/L from a point abeam the OM to the AER (accounting for any displacements).

(79) Distance to DER. Enter the distance to the nearest foot measured along the RWY C/L from a point abeam the OM to the stop/DER.

(80) Distance/Direction Offset from RWY C/L. Enter if the OM is left or right of RWY C/L and enter the precise perpendicular distance to RWY C/L to the nearest foot.

(81) Waypoint/Fix Name. Enter the Reporting Point (waypoint, fix) name of the OM, or the collocated compass locator/NDB.

(82) Facility Type. Select the facility type of the OM. If facility type selected is Locator (at ILS) Outer Marker (LOM) (NDB/Marker), enter the latitude and longitude of the compass locator (NDB) at the OM in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

- Marker Only
- LOM (NDB/Marker) – Provide the NDB Identifier

(83) Class. Select the class of the collocated compass locator or NDB.

- LOM – Compass Locator station when installed at OM site (can be used for navigation at distances of approximately 15 NM at all altitudes)
- MH – Non-directional radio beacon (homing) power less than 50 watts (can be used for navigation at distances of approximately 25 NM at all altitudes)
- H – Non-directional radio beacon (homing) power 50 watts to less than 2000 watts (can be used for navigation at distances of approximately 50 NM at all altitudes)
- HH – Non-directional radio beacon (homing) power greater than 2000 watts (can be used for navigation at distances of approximately 75 NM at all altitudes)

(84) Frequency. Enter the frequency of the collocated NDB in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

IX. Remarks. This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-6 Instrument Landing System (ILS) Data Form

U.S. Department
of Transportation

**Federal Aviation
Administration**

**INFORMATION FOR PUBLIC
RESPONDENT**

INSTRUMENT LANDING SYSTEM (ILS) DATA

Paperwork Reduction Act Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0754. Public reporting for this collection of information is estimated to be approximately 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses are mandatory per 49 USC § 40103. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave. SW Washington, DC 20591 Attn: Information Collection Clearance Officer, ASP-110.

FAA Form 7900-6 Instrument Landing System (ILS) Data FormU.S. Department of Transportation
Federal Aviation Administration

O.M.B Approval No. 2120-0754

Expiration : 06/30/2014

Instrument Landing System (ILS) Data Form**I. Submission**

1. Name	<input type="text"/>
2a. Organization Type	<input type="radio"/> FAA <input type="radio"/> Military
2b. Organization Name	<input type="text"/>
2c. Organization Routing Code	<input type="text"/>
3. Submission Date	<input type="text"/>
4. Email	<input type="text"/>
5. Phone	<input type="text"/>
6a. Authorizing Official	<input type="text"/>
6b. Title / Routing Symbol	<input type="text"/>
7. Purpose Of Submission	<p> <input type="radio"/> Changes to Existing System <input type="radio"/> New System <input type="radio"/> Decommission System </p> <p>Select the option(s) which describe the change(s) being made to the existing system. A minimum of one option is required but more than one option may be selected, if applicable.</p> <p> <input type="checkbox"/> Add DME <input type="checkbox"/> Add Glide Slope <input type="checkbox"/> Delete Inner Marker <input type="checkbox"/> Delete Middle Marker <input type="checkbox"/> Delete Outer Marker <input type="checkbox"/> Delete LMM (Marker/NDB) <input type="checkbox"/> Delete LOM (Marker/NDB) <input type="checkbox"/> Delete Middle Marker only, NDB <input type="checkbox"/> Delete Outer Marker only, NDB <input type="checkbox"/> Delete DME <input type="checkbox"/> Delete Glide Slope <input type="checkbox"/> Change to Inner Marker <input type="checkbox"/> Change to Middle Marker/LMM (Marker/NDB) <input type="checkbox"/> Change to Outer Marker/LOM (Marker/NDB) <input type="checkbox"/> Change to DME <input type="checkbox"/> Change to Localizer </p>

FAA Form 7900-6 Instrument Landing System Data (ILS) Data Form

	<input type="checkbox"/> Change to Glide Slope
	<input type="checkbox"/> Other Change(s) (complete all necessary fields to describe change)
<hr/>	
8. Runway Changes Associated with ILS	<input type="radio"/> No <input type="radio"/> Yes
	Specify runway data source: <input type="text"/>
<hr/>	
9. Proposed Effective or Decommissioning Date	<input type="text"/>
<hr/>	
II. General	
<hr/>	
10. Facility Identifier	<input type="text"/>
<hr/>	
11. ILS Facility Type	<input type="text"/>
<hr/>	
12. Owner Type	<input type="radio"/> Federal <input type="radio"/> Non-Federal <input type="radio"/> Military
<hr/>	
13. ILS Classification	Enter the classification of the ILS, (per FAA Order 6750.24, <i>Instrument Landing System and Ancillary Electronic Component Configuration and Performance Requirements</i>), used to describe the system's performance.
<hr/>	
13a. Facility Performance Category	<input type="radio"/> I <input type="radio"/> II <input type="radio"/> III
<hr/>	
13b. Course Structure Tolerance	<input type="text"/>
<hr/>	
13c. Integrity/Continuity	<input type="text"/>
<hr/>	
14. Remotely Monitored	Please choose a value: <input type="radio"/> ILS (GS and LOC) is remotely monitored full time <input type="radio"/> ILS (GS and LOC) is remotely monitored part time; unmonitored when ATC facility is closed <input type="radio"/> ILS (GS and LOC) is remotely monitored part time; unmonitored when airport is unattended <input type="radio"/> Status is not remotely monitored <input type="radio"/> Other, enter in Remarks section
<hr/>	
14a. Monitoring Facility Name	<input type="text"/>
<hr/>	
14b. Remote Monitoring Hours	<input type="text"/> Z
	<input type="checkbox"/> Daylight Saving Time

14c. Remotely Monitored Facilities

Check all that apply:

☐ ILS (GS and LOC)☐ LOC only☐ DME☐ NDBNDB Name: ☐ LOMLOM Name: ☐ LMMLMM Name: ☐ OMOM Name: ☐ MMMM Name: ☐ IM**15. Monitor Category Code****16. Magnetic Variation**

Epoch Year:

17. Facility Owner**18. Airport Name****19. Airport Location Identifier****20. Location**

Country

City

State/Province

21. Operator**22. Approach Runway End Number****23. Approach Magnetic Bearing****24. Geodetic Datum**

Horizontal Datum

☐ NAD83 ☐ WGS84

Vertical Datum

☐ NAVD88 ☐ EGM96

FAA Form 7900-6 Instrument Landing System (ILS) Data Form**III. Localizer or MLS Azimuth**

25. Localizer Coordinates	Latitude	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="radio"/> N	<input type="radio"/> S
	Longitude	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="radio"/> E	<input type="radio"/> W
26. Transmitter	<input type="radio"/> Single <input type="radio"/> Dual <input type="radio"/> N/A					
27. Dual Frequency	<input type="radio"/> No <input type="radio"/> Yes					
28. Ground Elevation	<input type="text"/> (ft., MSL)					
29. Equipment Type	<input type="text"/>					
30. Antenna Type	<input type="text"/>					
31. Frequency	<input type="text"/> (MHz / kHz)					
32. Voice	<input type="radio"/> ATIS <input type="radio"/> APCH CTL <input type="radio"/> None					
33. Distance to Approach End of Runway (AER)	<input type="text"/> (ft.)					
34. Distance to Departure End of Runway (DER)	<input type="text"/> (ft.)					
35. Standby Power	<input type="text"/>					
36. Course Width	<input type="text"/> (degrees)					
37. Tailored Course Width	<input type="radio"/> No <input type="radio"/> Yes Sector Course Width at Threshold: <input type="text"/>					
38. Back Course Status	<input type="radio"/> Usable <input type="radio"/> Unusable					
39. Distance/Direction Offset from Runway Centerline	<input type="radio"/> Left <input type="radio"/> Right <input type="radio"/> C/L <input type="text"/> (ft.)					

IV. Glide Path or MLS Elevation Station

40. Glide Slope Antenna Coordinates	Latitude	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="radio"/> N	<input type="radio"/> S
	Longitude	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="radio"/> E	<input type="radio"/> W
41. Transmitter	<input type="radio"/> Single <input type="radio"/> Dual <input type="radio"/> N/A					
42. Dual Frequency	<input type="radio"/> No <input type="radio"/> Yes					
43. Ground Elevation	<input type="text"/> (ft., MSL)					
44. Equipment Type	<input type="text"/>					

FAA Form 7900-6 Instrument Landing System (ILS) Data Form

45. Frequency	<input type="text"/>	(MHz / kHz)
46. Threshold Crossing Height	<input type="text"/>	(ft., AGL) Elevation Type: <input type="radio"/> Site Elevation <input type="radio"/> Crown Elevation
47. Glide Angle	<input type="text"/>	(degrees)
48. Antenna Type	<input type="text"/>	
49. Aiming Point Coordinates	Latitude <input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> N <input type="radio"/> S Longitude <input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> E <input type="radio"/> W	
50. Runway Elevation Adjacent to Glide Slope	<input type="text"/>	(ft.)
51. Distance to Approach End of Runway	<input type="text"/>	(ft.)
52. Distance/Direction from Antenna to Runway Centerline	<input type="radio"/> Left <input type="radio"/> Right	<input type="text"/> (ft.)
53. Standby Power	<input type="text"/>	

V. Distance Measuring Equipment

54. DME Source	<input type="text"/>	
55. DME Coordinates	Latitude <input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> N <input type="radio"/> S Longitude <input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> E <input type="radio"/> W	
56. Elevation	<input type="text"/>	(ft. MSL)
57. Distance to Approach End of Runway	<input type="text"/>	(ft.)
58. Distance to Departure End of Runway	<input type="text"/>	(ft.)
59. Standby Power	<input type="text"/>	
60. Channel	<input type="text"/>	
61. Distance/Direction Offset from Runway Centerline	<input type="radio"/> Left <input type="radio"/> Right	<input type="text"/> (ft.)

VI. Inner Marker

FAA Form 7900-6 Instrument Landing System (ILS) Data Form**62. Inner Marker Coordinates**

Latitude

 ☐ N ☐ S

Longitude

 ☐ E ☐ W**63. Elevation** (ft. MSL)**64. Distance to Approach End of Runway** (ft.)**65. Distance to Departure End of Runway** (ft.)**66. Distance/Direction Offset from Runway Centerline**☐ Left ☐ Right (ft.)**VII. Middle Marker****67. Middle Marker Coordinates**

Latitude

 ☐ N ☐ S

Longitude

 ☐ E ☐ W**68. Elevation** (ft. MSL)**69. Distance to Approach End of Runway** (ft.)**70. Distance to Departure End of Runway** (ft.)**71. Distance/Direction Offset from Runway Centerline**☐ Left ☐ Right (ft.)**72. Waypoint / Fix Name**

Identifier:

73. Facility Type☐ Marker Only ☐ LMM (NDB/Marker)**NDB Coordinates**

Latitude

 ☐ N ☐ S

Longitude

 ☐ E ☐ W**74. Class****75. Frequency** (MHz / kHz)**VIII. Outer Marker**

FAA Form 7900-6 Instrument Landing System (ILS) Data Form**76. Outer Marker Coordinates**

Latitude

 ☐ N ☐ S

Longitude

 ☐ E ☐ W**77. Elevation** (ft. MSL)**78. Distance to Approach End of Runway** (ft.)**79. Distance to Departure End of Runway** (ft.)**80. Distance/Direction Offset from Runway Centerline**☐ Left ☐ Right (ft.)**81. Waypoint / Fix Name**

Identifier:

82. Facility Type☐ Marker Only ☐ LOM (NDB/Marker)**NDB Coordinates**

Latitude

 ☐ N ☐ S

Longitude

 ☐ E ☐ W**83. Class****84. Frequency** (MHz / kHz)**IX. Remarks**

This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-6 (7/14) SUPERSEDES PREVIOUS EDITION

Please refer to the NFDC website (<https://nfdc.faa.gov/>) for the most current version of this form and to submit data electronically. In the event the website is unavailable, please complete a hard copy of the form and fax or mail the completed form to the FAA. See page three of the order for faxing and mailing instructions.

Appendix B: Navigational Aid (NAVAID) Data Form Instructions

A. General. The Navigational Aid (NAVAID) Data Form, FAA Form 7900-2, is used to submit NAVAID data to the National Flight Data Center (NFDC). NAVAIDs include Distance Measuring Equipment (DME), Non-Directional Beacons (NDB), Tactical Air Navigation (TACAN) systems, Very High Frequency (VHF) Omni-Directional Range (VOR) systems, VOR Test Facilities (VOT), and certain combinations of these systems.

This form should *not* be used to submit Instrument Landing System (ILS) data to the NFDC. For ILS data, submit FAA Form 7900-6, Instrument Landing Systems (ILS) Data Form.

Submitters should carefully read all of the following instructions to ensure the preparation of complete and accurate submissions that can be processed in a timely manner.

B. Submission. For federally owned NAVAIDs, this form should be submitted to the NFDC by authorized personnel within the NAVAID Engineering group within FAA ATO Technical Operations and the Office of Airport Safety and Standards, Airport Engineering Division.

For non-federally owned NAVAIDs, this form should be submitted to the NFDC by personnel within the non-federal program implementation management group within the appropriate service center under FAA ATO Mission Support Services.

For military owned NAVAIDs, this form should be submitted to the NFDC by authorized personnel within the appropriate service under the Department of Defense (DoD).

C. Form Sections.

I. Submission. This section provides information related to submission of the data to the NFDC, including the contact information of the submitter, the name of the official who authorizes the changes to made, the purpose of the submission, and the estimated date that the changes will be effective.

(1) **Name.** Enter the name of the FAA or DoD (military) submitter.

(2) **Organization.** Enter information for the FAA or DoD (military) submitter.

a) Organization Type. Select the type of organization:

- FAA
- Military

b) Organization Name. Enter the name of the FAA organization. If the organization type is military, select the appropriate service:

- U.S. Army (USA)
- U.S. Air Force (USAF)
- U.S. Coast Guard (USCG)
- U.S. Navy (USN)/U.S. Marine Corps (USMC)
- Other – Specify in remarks section.

c) Organization Routing Code: Enter the FAA routing code or office symbol under DoD.

(3) Submission Date. Enter the month, day, and year of the form submission.

(4) Email. Enter the email address of the FAA or DoD (military) submitter.

(5) Phone. Enter the phone number including area code of the FAA or DoD (military) submitter.

(6) Authorizing Official/Title/Routing Symbol. Enter the name of the official authorizing the changes to be made (i.e., Facility Manager, Program Director, Lead Engineer or appropriate military authority). Include the title and routing symbol for this official or appropriate military authority.

(7) Purpose of Submission. Select one of the following options to indicate the purpose for submitting the form:

- **Changes to Existing System** – Select this option if this form is being submitted to report changes to an existing NAVAID, e.g., addition of DME.
- **New System** – Select this option if this form is being submitted to report a new NAVAID that has not been commissioned.
- **Decommission System** – Select this option if this form is being submitted to report decommissioning of an existing NAVAID.

(8) Proposed Effective or Decommissioning Date. Select the proposed Aeronautical Information Regulation and Control (AIRAC) effective or decommissioning date.

Note: The submitting organization must provide NAS data changes to the NFDC as soon as possible but not later than the cut-off dates listed on the NFDC website (<https://nfdc.faa.gov>) and in the Airport Facility Directory (A/FD).

II. NAVAID. This section provides information that describes the NAVAID for which data is being reported.

(9) NAVAID Identifier (ID) and Name. Enter the NAVAID ID per FAA Order 7350.8, *Location Identifiers* (e.g., PIT, MMJ) and NAVAID name.

(10) Facility Type. Select the type of facility being reported and where applicable, indicate if there is Doppler VOR (DVOR).

- DME – Distance Measuring Equipment
- NDB – Non-Directional Beacon
- NDB/DME – Collocated NDB and DME
- TACAN – Tactical Air Navigation System
- UHF/NDB – Collocated UHF Transmitter and NDB
- VOR – VHF Omnidirectional Range
- VOR/DME – Collocated VOR and DME

- VORTAC – Collocated VOR and TACAN
- VOT – Test Facilities (VOT)

(11) Equipment Type. Enter information describing the NAVAID equipment type (e.g., manufacturer, model number).

(12) Frequency. Enter the frequency of the NAVAID in Megahertz (MHz) or Kilohertz (kHz) to the nearest whole number, tenth, hundredth, or thousandth, as applicable. (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

(13) Frequency License Number. Enter the license number that has been assigned to the frequency to authorize its use and publication. For FAA-owned systems, this number will be the Facility Transmitting Authorization (FTA) number assigned by FAA Spectrum Engineering. For non-federally-owned systems, this number will be the Federal Communications Commission (FCC) license number or “call sign” assigned by the FCC. For military-owned systems, this number will be the serial number assigned by the National Telecommunications and Information Administration (NTIA).

(14) Channel. Enter the channel the NAVAID uses for transmission.

Note: See channel/VHF frequency pairings in FAA Order 6050.32, Spectrum Management Regulations and Procedures.

(15) Owner Type. Select the type of funding used for the facility:

- Federal
- Non-Federal
- Military

(16) Owner. Enter the name of the organization or authority that owns the facility (e.g., FAA, U.S. Air Force, county authority, state authority).

(17) Operator. Enter the name of the organization or authority that operates the facility (e.g., FAA, U.S. Air Force, county authority, state authority).

(18) Operating Hours. Enter the hours of operation and days, if applicable, for the NAVAID. If the NAVAID operates for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5(–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown.

DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

(19) Voice Call. Enter the radio voice call that is used when using the voice capability of the NAVAID. If there is no voice capability, enter none.

(20) Located On Airport. Indicate if the NAVAID is located on an airport. If off airport, provide the distance in Nautical Miles (NM) from the nearest public use or military airport.

Note: Per JO 8260.3, *United States Standard for Terminal Instrument Procedure(s) (TERPS)*, an on-airport facility is one which is located:

- For Straight-In Approach - Within one mile of any portion of the landing runway
- For Circling Approach - Within one mile of any portion of the usable landing surface on the airport.

(21) Airport/Facility Name. Enter the airport name or name of the military airfield associated with the NAVAID per FAA Order 7350.8. If the NAVAID is not located on an airport, enter the name of the nearest public use or military airport.

(22) Airport Location ID. Enter the FAA location ID or the four letter International Civil Aviation Organization (ICAO) location ID of the associated airport per FAA Order 7350.8. If the NAVAID is not located on an airport, enter the ID of the nearest public use or military airport.

(23) Location. Enter the city and state (for United States) or city and country (for international) where the facility is located, per FAA Order 7350.8.

(24) Standard Service Volume Class. Select the standard service volume of the NAVAID as (all altitudes are with respect to the site elevation of the NAVAID):

- T - Terminal – Altitude: 1000' to 12,000'; Distance: 25 NM
- L - Low – Altitude: 1000' to 18,000'; Distance: 40 NM
- H - High – Altitude: 1000' to 14,500'; Distance: 40 NM
Altitude: 14,500' to 18,000'; Distance: 100 NM
Altitude: 18,000' to 45,000'; Distance: 130 NM
Altitude: 45,000' to 60,000'; Distance: 100 NM

(25) Radio Class Codes. Indicate the radio class code of the NAVAID as:

- AB – Automatic Weather Broadcast
- S – Simultaneous Range Homing Signal and/or Voice
- W – Without Voice on Radio Frequency

(26) Transmitter Indicator. Indicate the transmitter indicator as:

- Single
- Dual
- None

(27) Type of Standby Power. Indicate the type of standby power available to the NAVAID as:

- Battery/Uninterruptible Power Source (UPS)
- Commercial
- Generator
- None
- Unknown

(28) Flight Service Station (FSS) Radio Call. Enter the FSS radio call (i.e., associated/local FSS name) associated with the NAVAID.

Note: Even though FSSs have been consolidated in the continental U.S., there is still a requirement to use the legacy radio calls associated with the NAVAID, e.g., Los Angeles (LAX) VORTAC (Hawthorne Radio), Montour (MMJ) VORTAC (Altoona Radio). For Alaska, this field will still reference the appropriate in-service FSS, e.g., King Salmon (AKN) VORTAC (Kenai FSS), Shemya (SYA) VORTAC (Cold Bay FSS).

(29) Geodetic Datum. Select the applicable horizontal and vertical reference systems used for any geodetic data reported.

- Horizontal: NAD83 or WGS84
- Vertical: NAVD88 or EGM96

(30) Coordinates. Enter the latitude and longitude of the NAVAID in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N (for North) or S (for South) after the latitude, and E (for East) or W (for West) after the longitude.

Note: When components are collocated, coordinates are required for each component, e.g. NDB/DME.

(31) Magnetic Variation (MagVar). Enter the MagVar of record for the NAVAID and the epoch year. If unknown, contact the Technical Program Support Group within the FAA ATO Mission Support Services.

(32) Ground Elevation. Enter the ground elevation of the NAVAID in feet rounded to the nearest tenth of a foot, Mean Sea Level (MSL). If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

Note: When components are collocated, foundation elevation is required for each component, e.g., NDB/DME.

(33) Monitor Category Code. Select the monitoring category of the NAVAID as:

- 1 – Internal monitoring plus a status monitor installed at control point.
- 2 – Internal monitoring with status indicator at control point inoperative but pilot reports indicated facility is operating normally.
- 3 – Internal monitoring only. Status indicator not installed at control point.
- 4 – Internal monitor not installed. Remote status indicator provided at control point. (only applicable to NDB)

(34) NAVAID Weather Broadcast Services. Select the weather broadcast service(s) associated with the NAVAID.

- ATIS
- ASOS/AWOS
- TWEB
- HIWAS
- Other, explain in remarks section

(35) NAVAID Voice Capabilities. Select the NAVAID voice capabilities.

- Both (Live and Recorded)
- Recorded (Automated Voice)
- Live
- None (No Voice)
- Unknown
- Other, enter in remarks section

(36) NAVAID Broadcast Hours. Enter the broadcast hours of operation and days, if applicable for the NAVAID. If the NAVAID operates for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5(–4DT). The symbol ‡ indicates that during periods of DST effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where daylight saving time is not observed the (–4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

(37) NAVAID Broadcast Phone Number. Enter the NAVAID broadcast phone number. If there is no phone number for the NAVAID, enter none.

(38) National Airspace Use (NAS). Indicate if the NAVAID has been FAA certified for NAS use.

Note: Military, FAA Certified VOR/VORTAC/LF NDB facilities, which are used by civil aircraft for instrument approach procedures into joint-use or civil airfields or support the national airway structure are considered to be part of the NAS (e.g., SPS VORTAC).

(39) Approved Expanded Service Volume(s) (ESV) on File. Indicate if the NAVAID has any approved ESV on file.

(40) Low Altitude NAVAID on High Altitude Chart. Indicate if the low altitude NAVAID meets the requirements for publication on the High Altitude Enroute Chart (i.e., the NAVAID has ESV).

III. Remarks. This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-2 Navigational Aid (NAVAID) Data Form

U.S. Department of Transportation
Federal Aviation Administration

Navigational Aid (NAVAID) Data Form

I. Submission

1. Name	<input type="text"/>
2a. Organization Type	<input type="radio"/> FAA <input type="radio"/> Military
2b. Organization Name	<input type="text"/>
2c. Organization Routing Code	<input type="text"/>
3. Submission Date	<input type="text"/>
4. Email	<input type="text"/>
5. Phone	<input type="text"/>
6a. Authorizing Official	<input type="text"/>
6b. Title / Routing Symbol	<input type="text"/>
7. Purpose Of Submission	<input type="radio"/> Changes to Existing System <input type="radio"/> New System <input type="radio"/> Decommission System Select the option(s) which describe the change(s) being made to the existing system. A minimum of one option is required but more than one option may be selected, if applicable. <input type="checkbox"/> Add DME <input type="checkbox"/> Delete DME <input type="checkbox"/> Change NDB/DME to DME <input type="checkbox"/> Change NDB/DME to NDB <input type="checkbox"/> Change NDB to NDB/DME <input type="checkbox"/> Change VOR to VOR/DME <input type="checkbox"/> Change VOR/DME to DME <input type="checkbox"/> Change VOR/DME to VOR <input type="checkbox"/> Change VOR/DME to VORTAC <input type="checkbox"/> Change VORTAC to VOR <input type="checkbox"/> Change VORTAC to VOR/DME <input type="checkbox"/> Change VORTAC to TACAN <input type="checkbox"/> NAVAID Identifier Change Existing NAVAID ID: <input type="text"/> <input type="checkbox"/> Facility Name Change

FAA Form 7900-2 Navigational Aid (NAVAID) Data Form

Current Facility Name	<input type="text"/>
<input type="checkbox"/> Elevation Change	
<input type="checkbox"/> Coordinates Change	
<input type="checkbox"/> Frequency Change	
<input type="checkbox"/> Ownership Change	
<input type="checkbox"/> Operating Hours Change	
<input type="checkbox"/> Voice Call Change	
<input type="checkbox"/> Other (complete all necessary fields to describe change)	

8. Proposed Effective or Decommissioning Date	<input type="text"/>
---	----------------------

II. NAVAID

9. NAVAID Identifier	<input type="text"/>
----------------------	----------------------

9a. NAVAID Name	<input type="text"/>
-----------------	----------------------

10. Facility Type	<input type="text"/>
-------------------	----------------------

VOR has doppler? ☐ No ☐ Yes

11. Equipment Type	<input type="text"/>
--------------------	----------------------

12. Frequency	<input type="text"/> (MHz / kHz)
---------------	----------------------------------

13. Frequency License Number	<input type="text"/>
------------------------------	----------------------

14. Channel	<input type="text"/>
-------------	----------------------

15. Owner Type	<input type="radio"/> Federal <input type="radio"/> Non-Federal <input type="radio"/> Military
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16. Owner	<input type="text"/>
-----------	----------------------

17. Operator	<input type="text"/>
--------------	----------------------

18. Operating Hours	<input type="text"/> Z
<input type="checkbox"/> Daylight Saving Time	

19. Voice Call	<input type="text"/>
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20. Located on Airport	<input type="radio"/> No <input type="radio"/> Yes Distance from nearest airport <input type="text"/> (NM)
------------------------	--

21. Airport/Facility Name	<input type="text"/>
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22. Airport Location Identifier	<input type="text"/>
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FAA Form 7900-2 Navigational Aid (NAVAID) Data Form

23. Location	Country <input type="text"/>
	City <input type="text"/>
	State/Province <input type="text"/>
24. Standard Service Volume Class	<input type="radio"/> T - Terminal <input type="radio"/> L - Low <input type="radio"/> H - High
25. Radio Class Codes	<input type="radio"/> AB <input type="radio"/> S <input type="radio"/> W
26. Transmitter Indicator	<input type="radio"/> Single <input type="radio"/> Dual <input type="radio"/> None
27. Type of Standby Power	<input type="text"/>
28. FSS Radio Call	<input type="text"/>
29. Geodetic Datum	Horizontal Datum <input type="radio"/> NAD83 <input type="radio"/> WGS84 Vertical Datum <input type="radio"/> NAVD88 <input type="radio"/> EGM96
30. Coordinates	Please enter coordinates for each component: Latitude <input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> N <input type="radio"/> S Longitude <input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> E <input type="radio"/> W Latitude <input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> N <input type="radio"/> S Longitude <input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> E <input type="radio"/> W
31. Magnetic Variation	<input type="text"/> Epoch Year: <input type="text"/>
32. Ground Elevation	Please enter elevation for each component: Component type _____ : <input type="text"/> (ft. MSL) Component type _____ : <input type="text"/> (ft. MSL)
33. Monitor Category Code	<input type="text"/>

FAA Form 7900-2 Navigational Aid (NAVAID) Data Form

34. NAVAID Weather Broadcast Services	Check all that apply <input type="checkbox"/> ATIS <input type="checkbox"/> ASOS/AWOS <input type="checkbox"/> TWEB <input type="checkbox"/> HIWAS <input type="checkbox"/> Other - enter in Remarks section
35. NAVAID Voice Capabilities	<input type="text"/>
36. NAVAID Broadcast Hours	<input type="text"/> Z <input type="checkbox"/> Daylight Saving Time
37. NAVAID Broadcast Phone Number	<input type="text"/>
38. National Airspace Use	<input type="radio"/> No <input type="radio"/> Yes
39. Approved Expanded Service Volume(s) on File	<input type="radio"/> No <input type="radio"/> Yes
40. Low Altitude NAVAID on High Altitude Chart	<input type="radio"/> No <input type="radio"/> Yes

IX. Remarks

This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-2 (7/14) SUPERSEDES PREVIOUS EDITION

Please refer to the NFDC website (<https://nfdc.faa.gov/>) for the most current version of this form and to submit data electronically. In the event the website is unavailable, please complete a hard copy of the form and fax or mail the completed form to the FAA. See page three of the order for faxing and mailing instructions.

Appendix C: ARTCC, CERAP and CCF Data Form Instructions

A. General. The Air Route Traffic Control Center (ARTCC), Center Radar Approach Control (CERAP) and Combined Control Facility (CCF) Data Form, FAA Form 7900-1, is used to submit ARTCC, CERAP and CCF data including Remote Center Air/Ground (RCAG) communication facilities to the National Flight Data Center (NFDC).

Submitters should carefully read all of the following instructions to ensure the preparation of complete and accurate submissions that can be processed in a timely manner.

B. Authorized Submitters. This form should be submitted to the NFDC by authorized personnel at the affected ARTCC, CERAP or CCF facility.

C. Form Sections.

I. Submission. This section provides information related to submission of the data to the NFDC including the contact information of the submitter, the name of the official who authorizes the changes to made, the purpose of the submission, and the estimated date that the changes will be effective.

(1) Name. Enter the name of the FAA submitter.

(2) Organization. Enter information for the FAA submitter's employer.

a) Organization Name. Enter the name of the FAA organization.

b) Organization Routing Code: Enter the FAA routing code.

(3) Submission Date. Enter the month, day, and year of the form submission.

(4) Email. Enter the email address of the FAA submitter.

(5) Phone. Enter the phone number including area code of the FAA submitter.

(6) Authorizing Official/Title/Routing Symbol. Enter the name, title and routing symbol of the official authorizing the changes to be made (e.g., Facility Manager, Program Director, Lead Engineer).

(7) Purpose of Submission. Select one of the following options to indicate the purpose for submitting the form:

- **Changes to Existing Control Facility** – Select this option if this form is being submitted to report changes to an existing ARTCC, CERAP or CCF.
- **New Control Facility** – Select this option if this form is being submitted to report a new ARTCC, CERAP, or CCF that has not been commissioned.
- **Close/Decommission Control Facility** – Select this option if this form is being submitted to report closing or decommissioning of an existing ARTCC, CERAP, or CCF.

Note: To close or decommission a RCAG site, select the Changes to Existing ARTCC Facility option on the digital form and then select decommission RCAG site.

(8) Proposed Effective/Decommissioning Date. Select the Aeronautical Information Regulation and Control (AIRAC) effective date. If this form is being used to provide advance notice of changes to the NFDC, the submitter should select the AIRAC date the changes will take effect. The submitting organization must provide NAS data changes to the NFDC as soon as possible but not later than the cut-off dates listed on the NFDC website (<https://nfdc.faa.gov>) and in the Airport Facility Directory (A/FD).

II. ARTCC, CERAP or CCF. This section provides basic information that describes the ARTCC, CERAP or CCF for which data is being reported.

Note: For CCF Tower, TRACON and CERAP TRACON facility data, use FAA Form, Form 7900-4, Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form.

(9) Control Facility Name. Enter the name of the ARTCC, CERAP or CCF (e.g., Cleveland, San Juan, Honolulu Control Facility).

(10) Control Facility Location Identifier (ID). Enter the FAA assigned ID of the ARTCC, CERAP or CCF per FAA Order 7350.8, *Location Identifiers* (e.g., ZOB, ZSU, ZHN).

Note: When reporting a new ARTCC, CERAP or CCF, the submitter must first request an ARTCC, CERAP or CCF ID from the NFDC. Please refer to the NFDC website (<http://nfdc.faa.gov>) for further information on location identifier request.

(11) Computer ID. Enter the ARTCC, CERAP or CCF assigned three letter computer ID of the ARTCC (e.g., ZCC, ZSU, ZHN).

(12) Control Facility Type. Select the type of facility being reported as:

- ARTCC
- CERAP
- CCF

Note: For CCF Tower or TRACON and CERAP TRACON facility data, use FAA Form 7900-4, Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form.

(13) Control Facility Reference Point. Enter the latitude and longitude of the control facility reference point in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N (for North) or S (for South) after the latitude and E (for East) or W (for West) after the longitude.

(14) Approach/Departure (APP/DEP) Call. Enter the APP/DEP call for the ARTCC, CERAP or CCF. (e.g., Cleveland ARTCC, San Juan CERAP, Honolulu Center)

(15) Location. Enter the city and state where the facility is located per FAA Order 7350.8.

(16) Geodetic Datum. Select the applicable horizontal and vertical reference systems used for any geodetic data reported.

- Horizontal: NAD83 or WGS84
- Vertical: NAVD88 or EGM96

(17) Frequencies at Air Traffic Control Facilities. This form can be used to submit *routine* changes to the frequencies used by the ARTCC, CERAP or CCF. For more *extensive* frequency changes, (e.g., airspace and frequency re-sectorization) refer to the NFDC website (<http://nfdc.faa.gov>) to request the National Airspace Systems Resources (NASR) master facility/frequency record which should be reviewed by the facility and the designated Area of Responsibility (AOR) Aeronautical Information Specialist (AIS). The updated and approved master facility/frequency record can then be uploaded with the digital form submission to the NFDC.

a. Action. Indicate if the frequency will be added, deleted, or if the altitude of the frequency is being changed.

b. Frequency. Enter the frequency in Megahertz (MHz) or Kilohertz (kHz) to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0 UHF).

c. Altitude. Indicate the altitude of the frequency being reported as:

- Low (LO) – For use up to but not including 18,000' Mean Sea Level (MSL).
- Low/High (L/H) – For use below and above 18,000' MSL.
- High (HI) – For use at and above 18,000' MSL.
- Ultra – High (UH) – For use from 18,000' MSL to Flight Level (600) and

above.

III. RCAG Sites. This section provides information that describes the RCAG sites associated with the ARTCC, CERAP or CCF facility. This form can be used to submit *routine* changes to the RCAG site name and the associated frequencies. For more *extensive* changes (e.g., airspace and frequency re-sectorization) refer to the NFDC website (<http://nfdc.faa.gov>) to request the NASR master facility/frequency record which should be reviewed by the facility and the designated AOR AIS. The updated and approved master facility/frequency record can then be uploaded with the digital form submission to the NFDC.

(18) RCAG Sites.

a. Action. Indicate if the RCAG site is to be commissioned, decommissioned or revised.

b. RCAG Site Name. Enter the name of the RCAG site. (e.g., Altoona)

c. RCAG Site Identifier. Enter the identifier of the RCAG site. (e.g., AOO)

d. State. Enter the two-letter abbreviation for the state where the RCAG site resides.

e. RCAG Site Coordinates. Enter the latitude and longitude of the RCAG site in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude, and E or W after the longitude.

f. RCAG Site Elevation. Enter the ground elevation of the RCAG site in feet rounded to the nearest tenth of a foot, MSL. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

g. RCAG Antenna Height. Enter the height of the RCAG antenna (i.e., the highest point of the RCAG antenna structure) in feet to the nearest tenth of a foot, Above Ground Level (AGL).

(19) RCAG Frequencies.

a. Action. Select one of the following options.

- Add frequency
- Delete frequency
- Change chart altitude
- Change usage

b. Frequencies. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

Note: Although a RCAG site may have multiple assigned frequency pairs, only one VHF/ UHF frequency pair will be charted for each RCAG site on the en route low altitude, high altitude, or ultra-high altitude charts.

c. RCAG Site Name. Enter the name of the RCAG site that operates the frequency.

d. Altitude. Indicate the altitude of the frequencies being reported on the en route charts.

- Low (LO) – For use up to but not including 18,000' MSL
- Low/High (L/H) – For use below and above 18,000' MSL
- High (HI) – For use at and above 18,000' MSL
- Ultra – High (UH) – For use from 18,000' MSL to Flight Level (600) and above

above

e. Usage. Indicate the usage of the frequency as:

- For Charting (C) - (only one VHF / UHF frequency pair will be charted for each RCAG site)
- Not for Charting (N)
- Oceanic (O)

IV. Satellite Airports. This section provides information that describes the satellite airports that are serviced by the Air Traffic Control (ATC) facilities.

(20) Add Satellite Airports to RCAG Site Frequencies.

a. Control Facility Name. Enter the name of the ARTCC, CERAP or CCF that controls the RCAG site which will now service the reported landing facilities.

b. RCAG Site Name. Enter the name of the RCAG site that controls the frequencies to which the satellite airports will be added.

c. RCAG Site ID. Enter the identifier of the RCAG site.

d. RCAG Site Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

e. Satellite Airport Location ID. Enter the FAA IDs of all airports that will be serviced by the frequency (e.g., BVI, LBE).

(21) Delete Satellite Airports from RCAG Frequency.

a. Control Facility Name. Enter the name of the ARTCC, CERAP or CCF that

controls the RCAG site that will no longer service the reported airports.

b. RCAG Name. Enter the name of the RCAG site that controls the frequency from which satellite airports will be removed.

c. RCAG ID. Enter the identifier of the RCAG site.

d. RCAG Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

e. Satellite Airport Location ID. Enter the FAA IDs of all airports that will no longer be serviced by the frequency (e.g., BVI, LBE).

(22) Transfer Satellite Airports between FAA and DoD (military) Approach Control Facilities or between RCAG Site Frequencies.

Note: ARTCC, CERAP, CCF facilities are required to coordinate with the appropriate DoD (military) approach control facility.

a. Action

From/To. Indicate which facilities the satellite airports are being transferred between:

- ARTCC
- ATCT TRACON– Airport Traffic Control Tower plus Terminal Radar

Approach Control

• CNSLD TRACON– Consolidated TRACON (i.e., stand-alone TRACON, such as JFK (NY TRACON) and PCT (Potomac TRACON))

- CERAP
- CCF
- ATCT-A/C – Airport Traffic Control Tower plus non-radar approach control
- ATCT-ARAC – Airport Traffic Control Tower plus Army Radar Approach

Control (Army)

- ATCT-GCA – Airport Traffic Control Tower plus Ground Control Approach
- ATCT-RATCF – Airport Traffic Control Tower plus Radar Approach Control

(Navy)

- ATCT-RAPCON – Airport Traffic Control Tower plus Radar Approach Control

(Air Force)

- RCAG

b. Control Facility Name/ID. Enter the name and facility ID of the ARTCC, CERAP, CCF or TRACON that controls the frequency (e.g., Cleveland Center (ZOB), San Juan (ZSU), Honolulu Control Facility (HCF), New York (N90)).

c. RCAG Site Name. If the frequency is controlled by an ARTCC, CERAP or CCF, enter the name of the associated RCAG site that controls the frequency.

d. RCAG Site ID. Enter the identifier of the RCAG site.

e. Site Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

f. Satellite Airport Location ID. Enter the FAA IDs of all airports that will be transferred between the ARTCC, CERAP, CCF, TRACON or between the RCAG sites.

V. Radar Sites. This section provides information that describes the radar sites associated with the ARTCC facility.

(23) Radar Sites.

a. Action. Indicate if the radar site is to be commissioned, decommissioned or revised.

b. Radar Site Name. Enter the name of the radar site.

c. Radar Site ID. Enter the ID of the radar site.

d. Radar Type. Indicate the type of radar at the site as:

- ADS-B - Automatic Dependent Surveillance – Broadcast
- ARSR - Air Route Surveillance Radar

Note: Selection of ARSR assumes a secondary radar is present.

- CARSR – Common Air Route Surveillance Radar
- SECRA - Secondary Radar

Note: Selection of SECRA implies that no ARSR is present (i.e., SECRA only).

e. State. Enter the two-letter abbreviation of the state where the radar site resides.

f. Radar Site Coordinates. Enter the latitude and longitude of the radar site in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude, and E or W after the longitude.

g. Radar Site Elevation. Enter the ground elevation of the radar site in feet rounded to the nearest tenth of a foot, MSL. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

h. Radar Antenna Height. Enter the height of the radar antenna (i.e., the highest point of the radar antenna structure) in feet to the nearest tenth of a foot, AGL.

VI. Remarks. This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-1 ARTCC, CERAP and CCF Data Form

U.S. Department of Transportation
Federal Aviation Administration

ARTCC, CERAP and CCF Data Form

I. Submission

1. Name	<input type="text"/>
2a. Organization Name	<input type="text"/>
2b. Organization Routing Code	<input type="text"/>
3. Submission Date	<input type="text"/>
4. Email	<input type="text"/>
5. Phone	<input type="text"/>
6a. Authorizing Official	<input type="text"/>
6b. Title / Routing Symbol	<input type="text"/>
7. Purpose Of Submission	<p><input type="radio"/> Changes to Existing Control Facility <input type="radio"/> New Control Facility <input type="radio"/> Close/Decommission Control Facility</p> <p>Select the option(s) which describe the change(s) being made to the existing system. A minimum of one option is required but more than one option may be selected, if applicable.</p> <p><input type="checkbox"/> Commission RCAG Site</p> <p><input type="checkbox"/> Add Frequency to a RCAG Site</p> <p><input type="checkbox"/> Add Satellite Airport to a RCAG Site</p> <p><input type="checkbox"/> Commission Radar Site</p> <p><input type="checkbox"/> Add Frequency to an ARTCC, CERAP (ARTCC) or CCF (ARTCC)</p> <p><input type="checkbox"/> Change Existing Frequency Altitude</p> <p><input type="checkbox"/> Change Existing Frequency Usage</p> <p><input type="checkbox"/> Decommission RCAG Site</p> <p><input type="checkbox"/> Delete Frequency from an ARTCC, CERAP (ARTCC) or CCF (ARTCC)</p> <p><input type="checkbox"/> Delete Frequency from RCAG Site</p> <p><input type="checkbox"/> Delete Satellite Airport from RCAG Site</p> <p><input type="checkbox"/> Decommission Radar Site</p> <p><input type="checkbox"/> Transfer Satellite Airport between Facilities</p> <p><input type="checkbox"/> Other (complete all necessary fields to describe change)</p>
8. Proposed Effective or Decommissioning Date	<input type="text"/>

FAA Form 7900-1 ARTCC, CERAP and CCF Data Form**II. ARTCC, CERAP or CCF**

9. Control Facility Name	<input style="width: 95%;" type="text"/>
10. Control Facility Location Identifier	<input style="width: 95%;" type="text"/>
11. Computer Identifier	<input style="width: 95%;" type="text"/>
12. Control Facility Type	<input type="radio"/> ARTCC <input type="radio"/> CERAP <input type="radio"/> CCF <small>For CCF Tower or TRACON and CERAP TRACON facility data, use FAA Form 7900-4, Air Traffic Control Tower and Terminal Air Traffic Control Facilities Data Form.</small>
13. Control Facility Reference Point	Latitude <input style="width: 40px;" type="text"/> <input style="width: 40px;" type="text"/> <input style="width: 40px;" type="text"/> <input type="radio"/> N <input type="radio"/> S Longitude <input style="width: 40px;" type="text"/> <input style="width: 40px;" type="text"/> <input style="width: 40px;" type="text"/> <input type="radio"/> E <input type="radio"/> W
14. Approach / Departure Call	<input style="width: 95%;" type="text"/>
15. Location	City <input style="width: 95%;" type="text"/>
16. Geodetic Datum	Horizontal Datum <input type="radio"/> NAD83 <input type="radio"/> WGS84 Vertical Datum <input type="radio"/> NAVD88 <input type="radio"/> EGM96

17. Frequencies at Air Traffic Control Facilities

Action	Frequency	Altitude

III. RCAG Sites**18. RCAG Sites**

Action	RCAG Site Name	RCAG Site Identifier	State	Coordinates	Elevation	Antenna Height

FAA Form 7900-1 ARTCC, CERAP and CCF Data Form

Action	RCAG Site Name	RCAG Site Identifier	State	Coordinates	Elevation	Antenna Height

19. RCAG Frequencies

Action	Frequency	RCAG Site Name	Altitude	Usage

IV. Satellite Airports**20. Add Satellite Airports to RCAG Frequency**

Control Facility Name	RCAG Site Name	RCAG Site ID	RCAG Site Frequency	Satellite Airport Identifier(s)

21. Delete Satellite Airports from RCAG Frequency

Control Facility Name	RCAG Site Name	RCAG Site ID	RCAG Site Frequency	Satellite Airport Identifier(s)

FAA Form 7900-1 ARTCC, CERAP and CCF Data Form

22. Transfer Satellite Airports between Control Facilities or between RCAG Site Frequencies

From/To	Action	Control Facility Name / ID	RCAG Site Name	RCAG Site ID	Site Frequency	Satellite Airport Identifier(s)

V. Radar Sites

23. Radar Sites

Action	Name	Identifier	Type	State	Coordinates	Elevation	Height

VI. Remarks

This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-1 (7/14) SUPERSEDES PREVIOUS EDITION

Please refer to the NFDC website (<https://nfdc.faa.gov/>) for the most current version of this form and to submit data electronically. In the event the website is unavailable, please complete a hard copy of the form and fax or mail the completed form to the FAA. See page three of the order for faxing and mailing instructions.

Appendix D: Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form

A. General. The Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form, FAA Form 7900-4, is used to submit data describing Terminal Air Traffic Control facilities, including ATCT, Terminal Radar Approach Control (TRACON) facilities (both on airport, consolidated TRACON facilities and Combined Control Facilities (CCF)), Remote Transmitter/Receivers (RTR), Department of Defense (DoD) Approach Control Facilities, and military Ground Controlled Approach (GCA) facilities to the National Flight Data Center (NFDC).

Submitters should carefully read all of the following instructions to ensure the preparation of complete and accurate submissions that can be processed in a timely manner.

B. Authorized Submitters. For civil facilities, this form should be submitted to the NFDC by authorized personnel at the affected control facility (e.g., ATCT or TRACON).

For DoD (military) facilities, this form should be submitted to the NFDC by authorized personnel within the appropriate service under the DoD.

C. Form Sections.

I. Submission. This section provides information related to submission of data to the NFDC, including the contact information of the submitter, the name of the official who authorizes the changes to made, the purpose of the submission, and the estimated date that the changes will be effective.

(1) Name. Enter the name of the FAA or DoD (military) submitter.

(2) Organization. Enter information for the FAA or DoD (military) submitter.

c) Organization Type. Select the type of organization:

- FAA
- Military

d) Organization Name. Enter the name of the FAA organization. If the organization type is military, select the appropriate service:

- U.S. Army (USA)
- U.S. Air Force (USAF)
- U.S. Coast Guard (USCG)
- U.S. Navy (USN)/U.S. Marine Corps (USMC)
- Other – Specify in Remarks section

e) Organization Routing Code: Enter the FAA routing code or office symbol under DoD.

(3) Submission Date. Enter the month, day, and year of the form submission.

(4) Email. Enter the email address of the FAA or DoD (military) submitter.

(5) Phone. Enter the phone number including area code of the FAA or DoD (military) submitter.

(6) Authorizing Official/Title/Routing Symbol. Enter the name, title and routing symbol of the official authorizing the changes to be made (e.g., Facility Manager, Program Director, Lead Engineer or appropriate military authority).

(7) Purpose of Submission. Select one of the following options to indicate the purpose for submitting the form:

- **Changes to Existing Control Facility** – Select this option if this form is being submitted to report changes to an existing facility.
- **New Control Facility** – Select this option if this form is being submitted to report a facility that has been or will be newly commissioned.
- **Close/Decommission Control Facility** – Select this option if this form is being submitted to report a facility that has been or will be closed or decommissioned.

(8) Proposed Effective/Decommissioning Date. Select the proposed Aeronautical Information Regulation and Control (AIRAC) effective or decommissioning date.

Note: The submitting organization must provide NAS data changes to the NFDC as soon as possible but not later than the cut-off dates listed on the NFDC website (<https://nfdc.faa.gov>) and in the Airport Facility Directory (A/FD).

II. Control Facility. This section provides basic information that describes the control facility for which data is being reported.

(9) Control Facility Name. Enter the name of the control facility (e.g., Pittsburgh, Beaver County, Cairns)

(10) Control Facility Identifier. Enter the FAA identifier of the control facility per FAA Order 7350.8, *Location Identifiers* (e.g., PIT, BVI, OZR). For ATCT, enter the FAA airport identifier of the airport where the facility is located.

(11) Control Facility Type. Select the type of control facility being reported as:

- ATCT – Airport Traffic Control Tower, but does not provide approach control
- ATCT-TRACON – Airport Traffic Control Tower plus Terminal Radar Approach Control
- CNSLD TRACON – Consolidated TRACON (i.e., stand-alone TRACON, such as New York TRACON and Potomac TRACON
- CCF – Combined Control Facility (i.e., Honolulu Control Facility)

Note: For ARTCC, CCF and CERAP facility data, use FAA Form 7900-1, ARTCC, CERAP and CCF Data Form. FAA Form 7900-4, Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form should be used for Tower and TRACON facility data only.

- ATCT-A/C – Airport Traffic Control Tower plus non-radar approach control
- ATCT-ARAC – Airport Traffic Control Tower plus Army Radar Approach Control (Army)
- ATCT-GCA – Airport Traffic Control Tower plus Ground Control Approach (Navy)
- ATCT-RATCF – Airport Traffic Control Tower plus Radar Approach Control (Air Force)
- ATCT-RAPCON – Airport Traffic Control Tower plus Radar Approach Control

(12) Location. Enter the city and state (for United States) or city and country (for international) where the facility is located per FAA Order 7350.8.

(13) Call. Provide the call information for the facility, as applicable.

a. Tower Call. Enter the ATC tower call (e.g., Beaver County, Palmer).

b. Approach/Departure (APCH/DEP) Call (Provider). Enter the primary APCH/DEP call for the control facility (e.g., Pittsburgh APCH/DEP Control, Cairns AAF APCH/DEP Control).

Note: For ARTCC, CERAP and CCF facility data, use FAA ARTCC, CERAP and CCF Data Form 7900-1. FAA Form 7900-4, Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form, should be used for Tower and TRACON facility data only.

(14) Operator. Select the primary operator of the control facility:

- FAA
- FAA Contract Tower
- Federal Government – Not USA
- Non-Fed Controlled Tower
- City
- County
- DoD (Military)
- Canadian Ministry of Transport
- Other – Provide the name of the operator

(15) APCH/DEP Hours. Enter the hours and days, if applicable, when the control facility provides APCH/DEP control services. If the facility provides APCH/DEP control services for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST) (e.g., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5 (–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are

other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

(16) Secondary APCH/DEP Facility ID. Enter the secondary APCH/DEP call for the control facility. (e.g., Cleveland Center APCH/DEP CON)

(17) Secondary APCH/DEP Hours. Enter the hours and days, if applicable, when the control facility provides APCH/DEP control services. If the facility provides APCH/DEP control services for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST) (e.g., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5 (–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

(18) Tower Hours. Enter the hours and days, if applicable, when the tower is open. If the tower is open for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST) (e.g., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5 (–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

(19) Automatic Terminal Information Service (ATIS).

- a. ATIS – Indicate if an ATIS is located at the tower
- b. Digital – Indicate if the ATIS is available in digital format
- c. ATIS Frequency - Enter the frequency in Megahertz (MHz) or Kilohertz (kHz) to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).
- d. Weather System Dissemination – Indicate if the airport weather system (e.g., AWOS-3) disseminates over the ATIS frequency.

Note: When ATCT closes and the airport weather is transmitted over the ATIS frequency, the ATIS operating hours default to 24.

e. **ATIS Hours** – Enter the hours and days, if applicable, of operation of the ATIS. If the ATIS operates for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5 (–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

f. **ATIS Phone Number** – Enter the phone number used to access the ATIS.

(20) Video Map. Indicate if a video map is available.

- Yes
- No

(21) Geodetic Datum. Select the applicable horizontal and vertical reference systems used for any geodetic data reported.

- Horizontal: NAD83 or WGS84
- Vertical: NAVD88 or EGM96

III. Tower/TRACON/DoD Approach Control Frequencies. This section provides information that describes the frequencies associated with the Air Traffic Control (ATC) facility (i.e., ATCT, TRACON, ARAC, RATCF, etc.). This form can be used to submit *routine* changes to the frequencies used by the ATC facility. For more *extensive* frequency changes than the form will accommodate (e.g., airspace changes, transfer satellites airports between control facilities and frequency re-sectorization) refer to the NFDC website (<http://nfdc.faa.gov>) to request the National Airspace Systems Resources (NASR) ATCT or TRACON master facility/frequency record. The updated master facility/frequency record can be uploaded with the TRACON form submission in the case of more extensive changes.

(22) Control Frequencies.

a. **Action.** Indicate which frequency will be added, deleted, changing use or if the sectorization of the frequency is being changed.

b. **Frequency.** Enter the frequency in MHz or Kilohertz kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

c. **Use.** Indicate the ATC use of the frequency:

- APCH – Approach Control
 - AS ASGN – As Assigned
 - ATIS – Automatic Terminal Information Service
 - CD – Clearance Delivery
 - Class B – Class B Advisory (VFR Landing, Transitions, etc.)
 - Class C – Class C Advisory (VFR Landing, Transitions, etc.)
 - D-ATIS – Digital ATIS
 - DEP – Departure Control
 - EMERG – Emergency
 - GND – Ground Control
 - LCL – Local
 - PRM – Precision Runway Monitor
 - RDR – Radar
 - Other – Specify in the Remarks Section
- d. Role.** Indicate the role of the frequency as:
- Primary
 - Secondary
- e. Initial Contact (I/C).** Indicate whether or not the frequency is used for I/C.
- f. Sectorization.** Enter the airspace sector in which the frequency is used.

Sectorization can be denoted based on a range of NAVAID radials (normally from the primary NAVAID at the airport or the Airport Surveillance Radar (ASR) Antenna Site), a control tower physical location (when more than one tower on the airport, e.g., O'Hare Tower North and South), directionality, or runway number denoting arrival and departure flows. This field should not be used to define vertical limits within approach control.

Refer to the following table as guidance when providing the sectorization for a frequency:

If the use of the frequency is:	Then the sectorization should be:
APCH, DEP, APCH/DEP	Range of NAVAID Radials (e.g., 111 – 270, 271 – 110)
ATIS, D-ATIS	Arrival (ARR), Departure (DEP), or Both (ARR/DEP)
GND, Class B	Directionality (e.g., N, W, NW)
LCL, PRM	Runway(s) Served (e.g., Ry 18L, Ry 11/29)
AS ASGN, CD, EMERG	N/A

IV. Satellite Airports. This section provides information that describes the satellite airports that are served by the ATC facility.

(23) Add Satellite Airports to Control Facility.

a. Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).

b. Use. Indicate the ATC use of the frequency as listed.

c. Satellite Airport ID. Enter the FAA three-character airport ID(s) of all airports that will be serviced by the frequency per FAA Order 7350.8 (e.g., BVI, LBE).

(24) Delete Satellite Airports from Control Facility.

a. Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).

b. Use. Indicate the ATC use of the frequency as listed.

c. Satellite Airport ID. Enter the FAA three-character airport ID(s) of all airports that will be serviced by the frequency per FAA Order 7350.8 (e.g., BVI, LBE).

(25) Transfer Satellite Airports between Control Facilities.

a. Action.

• **From.** Indicate the control facility from which the satellite airports are being transferred.

• **To.** Indicate the control facility to which the satellite airports are being transferred.

b. Facility ID. Enter the FAA ID of the control facility per FAA Order 7350.8. For ATCT, enter the FAA airport ID of the airport where the facility is located.

c. Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).

d. Use. Indicate the ATC use of the frequency as listed.

e. Satellite Airport ID. Enter the FAA three-character airport ID(s) of all airports that will be serviced by the frequency per FAA Order 7350.8 (e.g., BVI, LBE).

V. Control Operations. This section provides information that describes the control operations that are provided by the ATC facility.

(26) Add Air Traffic Control Systems/Services Available from Facility. Choose what system(s) and/or service(s) will be added to the tower or TRACON (including consolidated TRACONs and CCFs):

- ARTS-III – Automated Radar Terminal System, Version 2E
- ARTS-IIIE – Automated Radar Terminal System, Version 3E
- ASDE-X – Airport Surface Detection Equipment, Version X
- Basic Radar Svc – Basic Radar Services
- BRITE – Bright Radar Indicator Tower Equipment
- DBRITE – Digital Bright Radar Indicator Tower Equipment
- Class B – Class B Traffic and Advisory Services
- Class C – Class C Traffic and Advisory Services
- Class D – Class D Traffic and Advisory Services
- CA – Conflict Alert
- CARTS – Common Automated Radar Terminal System
- ITWS – Integrated Terminal Weather System
- LAWRS – Limited Aviation Weather Reporting Station
- LLWAS – Low Level Wind Shear Alert System
- MSAW – Minimum Safe Altitude Warning

- Radar Vectoring
- SAWS – Stand Alone Weather System
- SAWRS – Supplementary Aviation Weather Reporting Station
- STARS – Standard Terminal Automation Replacement System
- TDWR – Terminal Doppler Weather Radar
- TRSA – Terminal Radar Service Area
- VFR Advisory – Visual Flight Rules Advisory
- WEF – Wind Equipment F-420 type
- WHDE – Wind Hazard Detection Equipment
- WMS – Wind Measuring Equipment
- WSP – Weather Systems Processor
- Other – Specify in the Remarks section

(27) Delete Air Traffic Control Systems/Services Available from Facility. Choose what system(s) and/or service(s) will be removed from the tower or TRACON (including consolidated TRACONs and CCFs).

- ARTS-IIIE – Automated Radar Terminal System, Version 2E
- ARTS-IIIE – Automated Radar Terminal System, Version 3E
- ASDE-X – Airport Surface Detection Equipment, Version X
- Basic Radar Svc – Basic Radar Services
- BRITE – Bright Radar Indicator Tower Equipment
- DBRITE – Digital Bright Radar Indicator Tower Equipment
- Class B – Class B Traffic and Advisory Services
- Class C – Class C Traffic and Advisory Services
- Class D – Class D Traffic and Advisory Services
- CA – Conflict Alert
- CARTS – Common Automated Radar Terminal System
- ITWS – Integrated Terminal Weather System
- LAWRS – Limited Aviation Weather Reporting Station
- LLWAS – Low Level Wind Shear Alert System
- MSAW – Minimum Safe Altitude Warning
- Radar Vectoring
- SAWS – Stand Alone Weather System
- SAWRS – Supplementary Aviation Weather Reporting Station
- STARS – Standard Terminal Automation Replacement System
- TDWR – Terminal Doppler Weather Radar
- TRSA – Terminal Radar Service Area
- VFR Advisory – Visual Flight Rules Advisory
- WEF – Wind Equipment F-420 type
- WHDE – Wind Hazard Detection Equipment
- WMS – Wind Measuring Equipment
- WSP – Weather Systems Processor
- Other – Specify in the remarks section

(28) Controlled Airspace. Select all classes of airspace in the terminal area that are controlled by the control tower facility, and the effective hours of the airspace control.

a. Class. Choose the airspace class that is present in the terminal area. General definitions of each airspace class from the FAA Aeronautical Information Manual (AIM) are included below for reference (for more comprehensive definitions and operating requirements, consult the FAA AIM):

- Class B – Controlled airspace from the surface to 10,000 feet Mean Sea Level (MSL) surrounding the nation’s busiest airports in terms of Instrument Flight Rules (IFR) operations or passenger enplanements

- Class C – Controlled airspace from the surface to 4,000 feet MSL above the airport elevation surrounding those airports that have an operational control tower, are serviced by radar approach control, and that have a certain number of IFR operations or passenger enplanements.

- Class D – Controlled airspace from the surface to 2,500 feet MSL above the airport elevation surrounding those airports that have an operational control tower.

- Class E – Controlled airspace that is not designated as Class B, Class C, or Class D

- Class G – Uncontrolled airspace that is not designated as Class B, Class C, Class D, or Class E

b. Effective Hours. Enter the hours and days, if applicable, during which the airspace control is effective. If the airspace is effective for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5 (–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

VI. Radar. This section provides information that describes the radar site equipment that is associated with the ATC facility.

(29) Radar Sites.

a. Action. Indicate if the radar site will be added, deleted or changed.

b. Type. Indicate the type(s) of radar at the site as:

1. Primary ASR Equipment Type. Select the type of the primary ASR equipment at the site.

2. Secondary ASR Equipment Type. Select the type of the secondary ASR equipment at the site.

3. Beacon Radar (BCN). Beacon Radar (includes Air Traffic Control Beacon Interrogator (ATCBI) and Air Traffic Control Radar Beacon (ATCRB))

4. Precision Approach Radar (PAR). Select the type of the PAR radar at the site.

Note: For ASR/ARSR/PAR Instrument Approach data complete FAA Form 7900-7, Radar Instrument Approach Data Form.

c. Hours. Enter the hours of operation for the radar. If the radar operates for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5 (-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000-0500Z‡). In those areas where DST is not observed the (-4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

d. Coordinates. Enter the latitude and longitude of the radar site in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N (for North) or S (for South) after the latitude and E (for East) or W (for West) after the longitude.

e. Elevation. Enter the ground elevation of the radar site in feet rounded to the nearest tenth of a foot, MSL. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

f. Height. Enter the height of the radar antenna (i.e., the highest point of the radar antenna structure) in feet to the nearest tenth of a foot, Above Ground Level (AGL).

VII. Remarks. This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900- 4 Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form



U.S. Department of Transportation
Federal Aviation Administration

Air Traffic Control Tower and Terminal Air Traffic Control Facilities Data Form

I. Submission

1. Name	<input style="width: 95%;" type="text"/>
2a. Organization Type	<input type="radio"/> FAA <input type="radio"/> Military
2b. Organization Name	<input style="width: 95%;" type="text"/>
2c. Organization Routing Code	<input style="width: 95%;" type="text"/>
3. Submission Date	<input style="width: 40%;" type="text"/>
4. Email	<input style="width: 95%;" type="text"/>
5. Phone	<input style="width: 95%;" type="text"/>
6a. Authorizing Official	<input style="width: 95%;" type="text"/>
6b. Title / Routing Symbol	<input style="width: 95%;" type="text"/>
7. Purpose Of Submission	<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 60%;"> <p> <input type="radio"/> Changes to Existing Control Facility <input type="radio"/> New Control Facility <input type="radio"/> Close/Decommission Control Facility </p> <p> Select the option(s) which describe the change(s) being made to the existing system. A minimum of one option is required but more than one option may be selected, if applicable. </p> <ul style="list-style-type: none"> <input type="checkbox"/> Add Frequencies <input type="checkbox"/> Add Satellite Airport <input type="checkbox"/> Add Control Operations <input type="checkbox"/> Add Radar Site <input type="checkbox"/> Delete Frequencies <input type="checkbox"/> Delete Satellite Airport <input type="checkbox"/> Delete Control Operations <input type="checkbox"/> Delete Radar Site <input type="checkbox"/> Change Existing Frequency Use <input type="checkbox"/> Change Existing Frequency Sector <input type="checkbox"/> Transfer Satellite Airports Between Facilities <input type="checkbox"/> Change Controlled Airspace <input type="checkbox"/> Change Radar Site <input type="checkbox"/> Other (complete all necessary fields to describe change) </div> <div style="width: 35%;"></div> </div>

FAA Form 7900-4 Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form8. Proposed Effective or Decommissioning
Date**II. Control Facility**

9. Control Facility Name

10. Control Facility Identifier

11. Control Facility Type

12. Location

Country

City

State/Province

13a. Tower Call

13b. Approach / Departure Call (Provider)

14. Operator

Name:

15. Approach / Departure Hours

Z

☐ Daylight Saving Time16. Secondary Approach / Departure
Facility ID

17. Secondary Approach / Departure Hours

Z

☐ Daylight Saving Time

18. Tower Hours

Z

☐ Daylight Saving Time

19a. ATIS

☐ No ☐ Yes

19b. ATIS Digital

☐ No ☐ Yes

19c. Does ATIS have a frequency?

☐ No ☐ YesATIS Frequency: (MHz / kHz)

19d. ATIS Weather System Dissemination

☐ No ☐ Yes

FAA Form 7900-4 Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form

19e. ATIS Hours	<input style="width: 90%;" type="text"/> Z <input type="checkbox"/> Daylight Saving Time
19f. ATIS Phone Number	<input style="width: 90%;" type="text"/>
20. Video Map	<input type="radio"/> No <input type="radio"/> Yes
21. Geodetic Datum	Horizontal Datum <input type="radio"/> NAD83 <input type="radio"/> WGS84 Vertical Datum <input type="radio"/> NAVD88 <input type="radio"/> EGM96

III. Tower/TRACON/DoD Approach Control Frequencies

22. Control Frequencies

Action	Frequency	Use	Role	Initial Contact	Sectorization

IV. Satellite Airports

23. Add Satellite Airports to Control Facility

Frequency	Use	Satellite Airport Location Identifier(s)

24. Delete Satellite Airports from Control Facility

Frequency	Use	Satellite Airport Location Identifier(s)

FAA Form 7900-4 Air Traffic Control Tower (ATCT) and Terminal Air Traffic Control Facilities Data Form

Frequency	Use	Satellite Airport Location Identifier(s)

25. Transfer Satellite Airports Between Control Facilities

From/To	Action	Facility ID	Frequency	Use	Satellite Airport Identifier(s)

V. Control Operations

26. Add Air Traffic Control

Systems/Services Available from Facility

Check all that apply:

- | | | |
|--|-------------------------------------|----------------------------------|
| <input type="checkbox"/> ARTS-IIIE | <input type="checkbox"/> ARTS-IIIIE | <input type="checkbox"/> ASDE-X |
| <input type="checkbox"/> Basic Radar Svc | <input type="checkbox"/> BRITE | <input type="checkbox"/> DBRITE |
| <input type="checkbox"/> Class B | <input type="checkbox"/> Class C | <input type="checkbox"/> Class D |
| <input type="checkbox"/> CA | <input type="checkbox"/> CARTS | <input type="checkbox"/> ITWS |
| <input type="checkbox"/> LAWRS | <input type="checkbox"/> LLWAS | <input type="checkbox"/> MSAW |
| <input type="checkbox"/> Radar Vectoring | <input type="checkbox"/> SAWS | <input type="checkbox"/> SAWRS |
| <input type="checkbox"/> STARS | <input type="checkbox"/> TDWR | <input type="checkbox"/> TRSA |
| <input type="checkbox"/> VFR Advisory | <input type="checkbox"/> WEF | <input type="checkbox"/> WHDE |
| <input type="checkbox"/> WMS | <input type="checkbox"/> WSP | <input type="checkbox"/> Other |

27. Delete Air Traffic Control

Systems/Services Available from Facility

Check all that apply:

- | | | |
|--|-------------------------------------|----------------------------------|
| <input type="checkbox"/> ARTS-IIIE | <input type="checkbox"/> ARTS-IIIIE | <input type="checkbox"/> ASDE-X |
| <input type="checkbox"/> Basic Radar Svc | <input type="checkbox"/> BRITE | <input type="checkbox"/> DBRITE |
| <input type="checkbox"/> Class B | <input type="checkbox"/> Class C | <input type="checkbox"/> Class D |
| <input type="checkbox"/> CA | <input type="checkbox"/> CARTS | <input type="checkbox"/> ITWS |
| <input type="checkbox"/> LAWRS | <input type="checkbox"/> LLWAS | <input type="checkbox"/> MSAW |
| <input type="checkbox"/> Radar Vectoring | <input type="checkbox"/> SAWS | <input type="checkbox"/> SAWRS |
| <input type="checkbox"/> STARS | <input type="checkbox"/> TDWR | <input type="checkbox"/> TRSA |
| <input type="checkbox"/> VFR Advisory | <input type="checkbox"/> WEF | <input type="checkbox"/> WHDE |
| <input type="checkbox"/> WMS | <input type="checkbox"/> WSP | <input type="checkbox"/> Other |

**FAA Form 7900-4 Air Traffic Control Tower (ATCT) and Terminal Air Traffic
Control Facilities Data Form****28. Controlled Airspace**

Check all that apply:

a. Class

b. Effective Hours

☐ Class B Z☐ Daylight Saving Time☐ Class C Z☐ Daylight Saving Time☐ Class D Z☐ Daylight Saving Time☐ Class E Z☐ Daylight Saving Time☐ Class G Z☐ Daylight Saving Time**VI. Radar****29. Radar Sites**

Action	Type	Hours	Coordinates	Elevation	Height

**FAA Form 7900-4 Air Traffic Control Tower (ATCT) and Terminal Air Traffic
Control Facilities Data Form****VII. Remarks**

This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-4 (7/14) SUPERSEDES PREVIOUS EDITION

Please refer to the NFDC website (<https://nfdc.faa.gov/>) for the most current version of this form and to submit data electronically. In the event the website is unavailable, please complete a hard copy of the form and fax or mail the completed form to the FAA. See page three of the order for faxing and mailing instructions.

Appendix E: Weather (WX) System Data Form Instructions

A. General. The Weather (WX) System Data Form, FAA Form 7900-5, is used to submit WX system (e.g., Automated Surface Observing System (ASOS) and Automated Weather Observing System (AWOS)) data to the National Flight Data Center (NFDC).

Submitters should carefully read all of the following instructions to ensure the preparation of complete and accurate submissions that can be processed in a timely manner.

B. Authorized Submitters. For federally owned WX systems, this form should be submitted to the NFDC by authorized personnel within FAA Air Traffic Organization (ATO) Technical Operations, Safety and Operations Support and the Office of Airport Safety and Standards, Airport Engineering Division.

For non-federally owned WX systems, this form should be submitted to the NFDC by personnel within the Non-Federal Program Implementation Management Group within the appropriate Service Center under FAA ATO Mission Support Services.

For military owned WX systems, this form should be submitted to the NFDC by authorized personnel within the appropriate service under the Department of Defense (DoD).

C. Form Sections.

I. Submission. This section provides information related to submission of the data to the NFDC including the contact information of the submitter, the name of the official who authorizes the changes to made, the purpose of the submission, and the proposed date that the changes will be effective.

(1) **Name.** Enter the name of the FAA or DoD (military) submitter.

(2) **Organization.** Enter information for the FAA organization or DoD (military) submitter.

a) **Organization Type.** Select the type of organization:

- FAA
- Military

b) **Organization Name.** Enter the name of the FAA organization. If the organization type is military, select the appropriate service:

- U.S. Army (USA)
- U.S. Air Force (USAF)
- U.S. Coast Guard (USCG)
- U.S. Navy (USN)/U.S. Marine Corps (USMC)
- Other – specify in Remarks section.

c) **Organization Routing Code.** Enter the FAA routing code or office symbol under DoD.

(3) **Submission Date.** Enter the month, day, and year of the form submission.

(4) Email. Enter the email address of the FAA or DoD (military) submitter.

(5) Phone. Enter the phone number including area code of the FAA submitter or DoD (military) submitter.

(6) Authorizing Official/Title/Routing Symbol. Enter the name of the official authorizing the changes to be made (e.g., Facility Manager, Program Director, Lead Engineer, Non-Federal Program Implementation Manager). Include the title and routing symbol of this official.

(7) Purpose of Submission. Select one of the following options to indicate the purpose for submitting the form:

- **Changes to Existing System** – Select this option if this form is being submitted to report changes to an existing WX system.

Note: Changes to an existing system include non-Federal AWOS connection to Weather Message Switching Center Replacement (WMSCR) subsequent to AWOS commissioning.

- **New System** – Select this option if this form is being submitted to report a WX system that has been or will be newly commissioned.

- **Decommission System** – Select this option if this form is being submitted to report decommissioning of an existing WX system.

(8) Proposed Effective or Decommissioning Date. Select the proposed Aeronautical Information Regulation and Control (AIRAC) effective or decommissioning date.

Note: The submitting organization must provide NAS data changes to the NFDC as soon as possible but not later than the cut-off dates listed on the NFDC website (<https://nfdc.faa.gov>) and in the Airport Facility Directory (A/FD).

II. Weather System. This section provides information that describes the WX Station for which data is being reported.

(9) WX System Identifier (ID). Enter the ID of the WX system per FAA Order 7350.8, *Location Identifiers* (e.g., PIT, N35, PA51).

Note: NFDC will assign a location identifier to all new WX systems in accordance with FAA Order 7350.8, (refer to Chapter One, Section Two for further guidance).

An existing public use airport location identifier may change to a three letter identifier or a three character identifier if all of the following criteria are met:

- The public airport WX system is an AWOS III or higher

- Airport has paved runway(s) 5,000 feet or longer

An existing private use airport location identifier may change from a four character identifier to a three character identifier if the following criteria are met:

- A private use airport that installs FAA certified nationally disseminated WX information systems

(10) Airport Ownership. Select the ownership of the airport. If system is located on an airport, provide the airport location identifier.

- Standalone
- Public use airport, heliport or other landing facility
- Private use airport, heliport or other landing facility
- Military use airport, heliport or other landing facility

(11) WX System Type. Select the type of WX system:

- ASOS – An Automated Surface Observing System (ASOS) that measures and reports all parameters of the AWOS-3P/T/Z (see below).
- AWOS-A – An AWOS that measures and reports altimeter only.
- AWOS-AV – An AWOS that measures and reports altimeter and visibility.
- AWOS-1 – An AWOS that measures and reports wind data (e.g., speed, direction and gusts), temperature, dew point, altimeter, and density altitude.
- AWOS-2 – An AWOS that measures and reports all parameters of the AWOS-1 plus visibility.
- AWOS-3 – An AWOS that measures and reports all parameters of the AWOS-2 plus precipitation accumulation (rain gauge) and cloud height.
- AWOS-4 – An AWOS that measures and reports all parameters of the AWOS-3P/T plus freezing rain and/or runway surface condition.

Note: When choosing AWOS-4, the submitter must select either freezing rain (Z) or runway surface condition (R) in question 12.

- AWSS – An Automated Weather Sensor System (AWSS) has the same capabilities as an ASOS.
- AN/FMQ-19 (Military) – An AWOS that measures and reports all parameters of the AWOS-3P/T plus freezing rain and/or runway surface condition.
- AN/FMQ-22 (Military) – An AWOS that measures and reports all parameters of the AWOS-2 plus precipitation accumulation (rain gauge) and cloud height.
- AN/FMQ-23 (Military) – An AWOS that measures and reports all parameters of the AWOS-3P/T plus freezing rain and/or runway surface condition.
- Other – Specify in the remarks section.

(12) Additional Certified WX Sensor(s). Select all certified WX sensors, as applicable, (in accordance with FAA Order 7900.5, *Surface Weather Observing* and/or Advisory Circular 150/5220-16, *Automated Weather Observing System (AWOS) for Non Federal Applications*) which are included as part of the weather system configuration:

- P – Present Weather Sensor (e.g., precipitation type and intensity)
- T – Thunderstorm/Lightning Sensor
- Z – Freezing Rain Sensor
- R – Runway Surface Condition Sensor
- Other – Specify in the remarks section

(13) Owner Type. Indicate the type of funding used for the facility:

- Federal
- Non-Federal
- Military

(14) Owner. Enter the name of the organization or authority that owns the WX system (e.g., FAA, National Weather Service (NWS), U.S. Air Force, state authority).

(15) Frequency. Enter the frequency used by the system to broadcast weather information in Megahertz (MHz) or Kilohertz (kHz) to the nearest whole number, tenth, hundredth, or thousandth, as applicable. (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

(16) Frequency License Number. Enter the license number that has been assigned to the frequency to authorize its use and publication. For FAA-owned systems, this number will be the Facility Transmitting Authorization (FTA) number assigned by FAA Spectrum Engineering. For non-federally-owned systems, this number will be the Federal Communications Commission (FCC) license number or “call sign” assigned by the FCC. For military-owned systems, this number will be the serial number assigned by the National Telecommunications and Information Administration (NTIA).

(17) WX System Phone Number. Enter the phone number used to obtain data from the WX system.

(18) Geodetic Datum. Choose the applicable horizontal and vertical reference systems used for any geodetic data reported.

- Horizontal: NAD83 or WGS84
- Vertical: NAVD88 or EGM96

(19) Sensor Site Elevation. Enter the ground elevation of the WX system sensor site in feet, rounded to the nearest tenth of a foot, Mean Sea Level (MSL). If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(20) Sensor Height. Enter the height of the WX sensor antenna (i.e., the highest point of the WX sensor structure) in feet to the nearest tenth of a foot, Above Ground Level (AGL).

(21) Location. Enter the city and state (for United States) or city and country (for international) where the facility is located per FAA Order 7350.8.

(22) WX System Sensor Site Coordinates. Enter the latitude and longitude of the WX system sensor site in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N (for North) or S (for South) after the latitude, and E (for East) or W (for West) after the longitude.

(23) WX System Collocated with NAVAID. Indicate if the WX sensor site is collocated with a NAVAID. If yes, enter the NAVAID ID per FAA Order 7350.8, *Location Identifiers* (e.g., PIT, MMJ). Enter the latitude and longitude of the NAVAID site in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude, and E or W after the longitude.

(24) WX System Associated with an Automated Terminal Information Service (ATIS). Indicate if the WX system is associated with an ATIS. If applicable, enter the frequency used by the system to broadcast weather information in MHz or kHz to the nearest whole number, tenth, hundredth, or thousandth (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0) and provide the ATIS phone number.

(25) Dissemination of WX Reports. Indicate if the WX system is configured for national or international dissemination and if the WX system should be published in the NGA (DoD) Flight Information Publications (FLIP) and Airport Facility Directory (A/FD).

(26) WX Reporting Services. Select the type of WX reporting services provided by the WX system to support National Airspace Data Interchange Network (NADIN)/WMSCR as:

- METAR – Aviation Routine Weather Report (ICAO)
- NOTAM – Notice to Airmen
- SD – Radar Weather Report
- SPECI – Special Report (METAR)
- TAF – Terminal Area Forecast
- UA – Aircraft Report (PIREP)
- WST – Convective SIGMET
- Other – Specify in the remarks section

III. Remarks. This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-5 Weather (WX) System Data Form

U.S. Department
of Transportation

**Federal Aviation
Administration**

**INFORMATION FOR PUBLIC
RESPONDENT****WEATHER (WX) SYSTEM DATA**

Paperwork Reduction Act Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0754. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses are mandatory per 49 USC § 40103. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave. SW Washington, DC 20591 Attn: Information Collection Clearance Officer, ASP-110.

FAA Form 7900-5 Weather (WX) System Data Form

U.S. Department of Transportation
Federal Aviation Administration

O.M.B Approval No. 2120-0754

Expiration : 06/30/2014

Weather (WX) System Data Form

I. Submission

1. Name	<input type="text"/>
2a. Organization Type	<input type="radio"/> FAA <input type="radio"/> Military
2b. Organization Name	<input type="text"/>
2c. Organization Routing Code	<input type="text"/>
3. Submission Date	<input type="text"/>
4. Email	<input type="text"/>
5. Phone	<input type="text"/>
6a. Authorizing Official	<input type="text"/>
6b. Title / Routing Symbol	<input type="text"/>
7. Purpose Of Submission	<input type="radio"/> Changes to Existing System <input type="radio"/> New System <input type="radio"/> Decommission System Select the option(s) which describe the change(s) being made to the existing system. A minimum of one option is required but more than one option may be selected, if applicable. <input type="checkbox"/> Airport LOC ID Change Existing Airport LOC ID: <input type="text"/> <input type="checkbox"/> Airport Ownership Change <input type="checkbox"/> Weather System Type and Certified Weather Sensors Change <input type="checkbox"/> Frequency Change <input type="checkbox"/> Weather System Phone Number Change <input type="checkbox"/> Weather System Elevation/Height Change <input type="checkbox"/> Weather System NAVAID Collocation Change <input type="checkbox"/> Weather System Dissemination Reporting Change <input type="checkbox"/> Other (complete all necessary fields to describe change)
8. Proposed Effective or Commissioning Date	<input type="text"/>

II. WX System

FAA Form 7900-5 Weather (WX) System Data Form

9. Weather System ID	<input type="text"/>
10. Airport Ownership	<input type="text"/>
	Airport Location Identifier: <input type="text"/>
11. Weather System Type	<input type="text"/>
12. Additional Certified Weather Sensor(s)	<p>Choose all which apply, if applicable:</p> <p><input type="checkbox"/> P - Present Weather Sensor (e.g., precipitation type and intensity)</p> <p><input type="checkbox"/> T - Thunderstorm/Lightning Sensor</p> <p><input type="checkbox"/> Z - Freezing Rain Sensor</p> <p><input type="checkbox"/> R - Runway Surface Condition Sensor</p> <p><input type="checkbox"/> Other - Specify in the Remarks section</p>
13. Owner Type	<input type="radio"/> Federal <input type="radio"/> Non-Federal <input type="radio"/> Military
14. Owner	<input type="text"/>
15. Frequency	<input type="text"/> (MHz / kHz)
16. Frequency License Number	<input type="text"/>
17. Weather System Phone Number	<input type="text"/>
18. Geodetic Datum	<p>Horizontal Datum</p> <p><input type="radio"/> NAD83 <input type="radio"/> WGS84</p> <p>Vertical Datum</p> <p><input type="radio"/> NAVD88 <input type="radio"/> EGM96</p>
19. Sensor Site Elevation	<input type="text"/> (ft., MSL)
20. Sensor Height	<input type="text"/> (ft., AGL)
21. Location	<p>Country</p> <p><input type="text"/></p> <p>City</p> <p><input type="text"/></p> <p>State/Province</p> <p><input type="text"/></p>
22. Weather System Sensor Site Coordinates	<p>Latitude</p> <p><input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> N <input type="radio"/> S</p> <p>Longitude</p> <p><input type="text"/> <input type="text"/> <input type="text"/> <input type="radio"/> E <input type="radio"/> W</p>

FAA Form 7900-5 Weather (WX) System Data Form

23. Weather System Collocated with NAVAID	<input type="radio"/> No <input type="radio"/> Yes
Associated NAVAID Identifier: <input type="text"/>	
Associated NAVAID Latitude	
<input type="text"/>	<input type="text"/> <input type="radio"/> N <input type="radio"/> S
Associated NAVAID Longitude	
<input type="text"/>	<input type="text"/> <input type="radio"/> E <input type="radio"/> W
24. Weather System Associated with an ATIS	<input type="radio"/> No <input type="radio"/> Yes
ATIS Frequency: <input type="text"/> (MHz / kHz)	
ATIS Phone Number:	
<input type="text"/>	
25. Dissemination of Weather Reports	<input type="radio"/> No <input type="radio"/> Yes
Publication in FLIP or A/FD: <input type="radio"/> No <input type="radio"/> Yes	
26. Weather Reporting Services	Check all that apply:
	<input type="checkbox"/> METAR - Aviation Routine Weather Report (ICAO)
	<input type="checkbox"/> NOTAM - Notices to Airmen
	<input type="checkbox"/> SD - RADAR Weather Report
	<input type="checkbox"/> SPECI - Special Report (METAR)
	<input type="checkbox"/> TAF - Terminal Area Forecast
	<input type="checkbox"/> UA - Aircraft Report (PIREP)
	<input type="checkbox"/> WST - Convective SIGMET
	<input type="checkbox"/> Other - Specify in the Remarks section

III. Remarks

This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-5 (7/14) SUPERSEDES PREVIOUS EDITION

Please refer to the NFDC website (<https://nfdc.faa.gov/>) for the most current version of this form and to submit data electronically. In the event the website is unavailable, please complete a hard copy of the form and fax or mail the completed form to the FAA. See page three of the order for faxing and mailing instructions.

Appendix F: Flight Service Stations (FSS) and Military Base Operations (BASEOPS) Data Form

A. General. The Flight Service Stations (FSS) and Military Base Operations (BASEOPS) Data Form, FAA Form 7900-3, is used to submit data describing FSS and Radio Communication Outlets (RCO) to the National Flight Data Center (NFDC).

Submitters should carefully read all of the following instructions to ensure the preparation of complete and accurate submissions that can be processed in a timely manner.

B. Authorized Submitters. This form should be submitted to the NFDC by authorized personnel within the Flight Services Program Operations Office within the FAA Air Traffic Organization (ATO) System Operations. For FSS located in Alaska, this form should be submitted to the NFDC by personnel within the Alaska FAA Flight Services Information Area Group (AFSIAG) within the FAA ATO System Operations.

For military owned base operations, this form should be submitted to the NFDC by authorized personnel within the appropriate service under the Department of Defense (DoD).

C. Form Sections.

I. Submission. This section provides information related to submission of the data to the NFDC, including the contact information of the submitter, the name of the official who authorizes the changes to made, the purpose of the submission, and the proposed date that the changes will be effective.

(1) Name. Enter the name of the FAA or DoD (military) submitter.

(2) Organization. Enter information for the FAA organization or DoD (military) submitter.

a) Organization Type. Select the type of organization:

- FAA
- Military

b) Organization Name. Enter the name of the FAA organization. If the organization type is military, select the appropriate service:

- U.S. Army (USA)
- U.S. Air Force (USAF)
- U.S. Coast Guard (USCG)
- U.S. Navy (USN)/U.S. Marine Corps (USMC)
- Other – specify in Remarks section.

c) Organization Routing Code. Enter the FAA routing code or office symbol under DoD.

(3) Submission Date. Enter the month, day, and year of the form submission.

(4) Email. Enter the email address of the FAA or DoD (military) submitter.

(5) Phone. Enter the phone number including area code of the FAA submitter or DoD (military) submitter.

(6) Authorizing Official/Title/Routing Symbol. Enter the name of the official authorizing the changes to be made (i.e., Facility Manager, Program Director, Lead Engineer or appropriate military authority). Include the title and routing symbol of this official.

(7) Purpose of Submission. Select one of the following options to indicate the purpose for submitting the form:

- Changes to Existing Facility – Select this option if this form is being submitted to report changes to an existing facility.
- New Facility – Select this option if this form is being submitted to report a facility that will be newly commissioned.
- Close/Decommission Facility – Select this option if this form is being submitted to report the closure or decommissioning of an existing facility.

(8) Proposed Effective or Decommissioning Date. Select the proposed Aeronautical Information Regulation and Control (AIRAC) effective or decommissioning date.

Note: The submitting organization must provide NAS data changes to the NFDC as soon as possible but not later than the cut-off dates listed on the NFDC website (<https://nfdc.faa.gov>) and in the Airport Facility Directory (A/FD).

II. Facility. This section provides information that describes the HUB, Radio, FSS or BASEOPS facility for which data is being reported.

(9) Facility Name. Enter the name of the facility (e.g. Leesburg, Raleigh)

(10) Facility ID. Enter the ID of the facility per FAA Order 7350.8, *Location Identifiers*. (e.g., AOO, DCA)

(11) Facility Type. Select the type of facility being reported as:

- Hub – Flight Service Station Hub (contiguous states, not Alaska or Hawaii)
- Radio – Flight Service (Remote Satellite)
- FSS – Flight Service Station (Alaska Only)
- BASEOPS – Military Base Operations

(12) Local Phone Number/DSN. Enter the local phone number including area code used for administrative purposes and the Defense Network System (DSN) number for DoD (military).

(13) Toll Free Phone Number(s). Enter the toll free phone number(s) dedicated to briefings and other services provided by the FSS or BASEOPS.

(14) Facility Coordinates. Enter the latitude and longitude of the facility in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N (for North) or S (for South) after the latitude, and E (for East) or W (for West) after the longitude.

(15) Located on Airport. Indicate if the facility is located on the airport. If yes, enter the name and ID of the airport.

(16) Collocated with a NAVAID. Indicate if the RCO is collocated with a NAVAID. If yes, provide the NAVAID name and ID.

(17) Location. Enter the city and state (for United States) or city and country (for international) where the facility is located per FAA Order 7350.8.

(18) Owner. Enter the name of the organization or authority that owns the facility (e.g., FAA, FAA Contractor, U.S. Air Force, county authority, state authority).

(19) Operator. Enter the name of the organization or authority that operates the facility (e.g., FAA, FAA Contractor, U.S. Air Force, county authority, state authority).

(20) Operating Hours. Enter the hours and days, if applicable, when the tower is open. If the tower is open for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST) (e.g., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5 (–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

(21) Secondary Facility Name. If the facility does not provide 24-hour flight services, enter the name of the facility that provides secondary flight services.

(22) Secondary Facility ID. If the facility does not provide 24-hour flight services, enter the ID of the facility that provides secondary flight services. (e.g., FAI)

(23) Secondary Facility Hours. Enter the hours and days, if applicable, when the facility provides secondary flight services. If the facility is open for 24 hours, enter 24 in this field. All

other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST) (e.g., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5 (–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

(24) Geodetic Datum. Select the applicable horizontal and vertical reference systems used for any geodetic data reported.

- Horizontal: NAD83 or WGS84
- Vertical: NAVD88 or EGM96

(25) Automatic Flight Information System (AFIS) (Alaska Only). Indicate if an AFIS is available from the FSS. If yes, provide the following data:

a. Digital. Indicate if the AFIS is available in digital format.

b. AFIS Frequency. Enter the frequency in Megahertz (MHz) or Kiloherertz (kHz) to the nearest whole number, tenth, hundredth, or thousandth, as applicable. (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).

c. Collocated with Weather System. Indicate if the AFIS is collocated with a weather system. If yes, provide the weather system identifier per FAA Order 7350.8.

d. AFIS Hours. Enter the hours and days, if applicable, when the tower is open. If the tower is open for 24 hours, enter 24 in this field. All other operating hours should be entered in Coordinated Universal Time (UTC) and shown as “Z” time to observe standard time and local Daylight Saving Time (DST) (e.g., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z).

Note: The A/FD indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5 (–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown (e.g., 1000–0500Z‡). In those areas where DST is not observed the (–4DT) and ‡ will not be shown. DST is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe DST except Arizona and Puerto Rico, and the Virgin Islands. If the state observes DST and the operating times are other than DST, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

e. AFIS Phone Number. Enter the phone number used to access the AFIS.

(26) Hub, Radio, FSS or BASEOPS Frequencies. Provide the frequencies available at the facility:

- a. Action.** Indicate if the frequency will be added or deleted.
- b. Frequency.** Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 118.85, 132.125, 1138.0).
- c. Type.** Indicate the type of frequency being reported as:
 - Advisory – The frequency is used to provide airport advisory service.
 - Primary (Discrete) – The primary frequency used by the facility to provide flight services.
 - Secondary – A secondary frequency used by the facility to provide flight services.
 - EFAS – En route Flight Advisory Service (Flight Watch)
 - PTD – Pilot to Dispatcher
 - BASEOPS – Base Operations
 - Other – Specify the type of frequency in remarks section.

III. RCOs. This section is used to provide data describing the RCOs that are associated with an FSS. This section also applies to a Self-Sustained Outlet (SSO), and for the purpose of reporting data to the NFDC, SSOs will be referred to as RCOs.

(27) RCO Sites.

- a. Action.** Indicate if the RCO site will be added or deleted.
- b. Communication ID.** Enter the communication ID of the RCO (e.g., AOO, 2B4).
- c. RCO Type.**
 - RCO
 - EFAS – En route Flight Advisory Service (Flight Watch)
- d. RCO Name.** Enter the name of the RCO.
- e. RCO Coordinates.** Enter the latitude and longitude of the RCO in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

(28) RCO Frequencies.

- a. Action.** Indicate if the RCO frequency will be added or deleted.
- b. RCO Frequency.** Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).
- c. Communication ID.** Enter the communication ID of the RCO which transmits over the frequency.

IV. Satellite Airports. This section provides information that describes the satellite airports that are served by the RCOs or satellite airports serviced by BASEOPS.

(29) Add Satellite Airports to RCO Frequency.

- a. Hub, Radio or FSS Name.** Enter the name of the facility that controls the RCO site that will now service the reported airports.

b. RCO Name. Enter the name of the RCO site that controls the frequency to which the satellite airports will be added.

c. RCO ID. Enter the ID of the RCO site.

d. RCO Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).

e. Satellite Airport ID. Enter the FAA airport ID per FAA Order 7350.8 for all airports that will be serviced by the frequency (e.g., BVI, LBE).

(30) Delete Satellite Airports from RCO Frequency.

a. Hub, Radio or FSS Name. Enter the name of the facility that controls the RCO site that will no longer service the reported airports.

b. RCO Name. Enter the name of the RCO site that controls the frequency from which satellite airports will be removed.

c. RCO ID. Enter the ID of the RCO site.

d. RCO Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).

e. Satellite Airport ID. Enter the FAA airport ID, per FAA Order 7350.8, of all airports that will no longer be serviced by the frequency (e.g., Beaver Falls BVI, Arnold Palmer Regional LBE).

(31) Transfer Satellite Airports between RCO Frequencies. Provide the following information for both the existing and new controlling facilities.

a. Hub, Radio or FSS Name. Enter the name of the facility.

b. RCO Name. Enter the name of the associated RCO site.

c. RCO ID. Enter the ID of the RCO site.

d. RCO Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).

e. Satellite Airport ID. Enter the FAA airport ID, per FAA Order 7350.8, of the airports that will be transferred between the RCO sites.

(32) Add Satellite Airports to DoD (Military) BASEOPS.

a. BASEOPS Name. Enter the name of the BASEOPS that services (tie-in) airports. (e.g. Cairns BASEOPS)

b. BASEOPS ID. Enter the BASEOPS ID.

c. BASEOPS Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).

d. Frequency Type. Indicate the type of frequency being reported as:

- PTD – Pilot to Dispatcher

- BASEOPS – Base Operations

- Other – The frequency does not fit one of the options above. Specify the type of frequency in remarks section.

e. Satellite Airport ID. Enter the FAA airport ID per FAA Order 7350.8 for all airports that will be serviced (tie-in) by the BASEOPS (e.g., HEY, SXS, NFE).

(33) Delete Satellite Airports from DoD (Military) BASEOPS.

a. BASEOPS Name. Enter the name of the BASEOPS that will no longer service (tie-in) airports. (e.g. Cairns BASEOPS).

b. BASEOPS ID. Enter the BASEOPS ID.

c. BASEOPS Frequency. Enter the frequency in MHz or kHz to the nearest tenth, hundredth or thousandth, as applicable (e.g., freq. 530, 125.0, 125.275, 118.85, 336.2, 1138.0).

d. Frequency Type. Indicate the type of frequency being reported as:

- PTD – Pilot to Dispatcher
- BASEOPS – Base Operations
- Other – The frequency does not fit one of the options above. Specify the type of frequency in remarks section.

e. Satellite Airport ID. Enter the FAA airport ID per FAA Order 7350.8 for all airports that will be serviced (tie-in) by the BASEOPS (e.g., HEY, SXS, NFE).

V. Remarks. This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-3 Flight Service Stations (FSS) and Military Base Operations (BASEOPS) Data Form



U.S. Department of Transportation
Federal Aviation Administration

Flight Service Stations (FSS) and Military Base Operations (BASEOPS) Data Form

I. Submission

1. Name	<input style="width: 90%;" type="text"/>
2a. Organization Type	<input type="radio"/> FAA <input type="radio"/> Military
2b. Organization Name	<input style="width: 90%;" type="text"/>
2c. Organization Routing Code	<input style="width: 90%;" type="text"/>
3. Submission Date	<input style="width: 40%;" type="text"/>
4. Email	<input style="width: 90%;" type="text"/>
5. Phone	<input style="width: 90%;" type="text"/>
6a. Authorizing Official	<input style="width: 90%;" type="text"/>
6b. Title / Routing Symbol	<input style="width: 90%;" type="text"/>
7. Purpose Of Submission	<div style="display: flex; justify-content: space-between;"> <input type="radio"/> Changes to Control Facility <input type="radio"/> New Facility <input type="radio"/> Close/Decommission Facility </div> <p>Select the option(s) which describe the change(s) being made to the existing system. A minimum of one option is required but more than one option may be selected, if applicable.</p> <div style="display: flex; flex-direction: column; gap: 5px;"> <input type="checkbox"/> Add RCO Site <input type="checkbox"/> Add Frequency to a RCO Site <input type="checkbox"/> Add Frequency to Hub, Radio, FSS or BASEOPS <input type="checkbox"/> Add Satellite Airport to RCO Site <input type="checkbox"/> Add Satellite Airport to BASEOPS <input type="checkbox"/> Delete RCO Site <input type="checkbox"/> Delete Frequency from RCO Site <input type="checkbox"/> Delete Frequency from Hub, Radio, FSS or BASEOPS <input type="checkbox"/> Delete Satellite Airport from RCO Site <input type="checkbox"/> Delete Satellite Airport from BASEOPS <input type="checkbox"/> Transfer Satellite Airport between RCO Frequencies <input type="checkbox"/> Change AFIS <input type="checkbox"/> Facility Change <input type="checkbox"/> Other (complete all necessary fields to describe change) </div>

**FAA Form 7900-3 Flight Service Stations (FSS) and Military Base Operations
(BASEOPS) Data Form**8. Proposed Effective or Decommissioning
Date**II. Facility**

9. Facility Name

10. Facility Identifier

11. Facility Type

12. Local Phone Number/DSN

13. Toll Free Phone Number(s)

Phone 1:

Phone 2:

Phone 3:

14. Coordinates

Latitude

☐ N ☐ S

Longitude

☐ E ☐ W

15. Located On Airport

☐

Stand-Alone

☐

On Airport

Airport Location Identifier:

16. Collocated with NAVAID

☐

No

☐

Yes

Associated NAVAID Identifier:

NAVAID Name:

17. Location

Country

City

State/Province

18. Owner

19. Operator

20. Operating Hours

 Z☐ Daylight Saving Time

FAA Form 7900-3 Flight Service Stations (FSS) and Military Base Operations (BASEOPS) Data Form

21. Secondary Facility Name	<input style="width: 90%;" type="text"/>	
22. Secondary Facility Identifier	<input style="width: 50%;" type="text"/>	
23. Secondary Facility Hours	<input style="width: 80%;" type="text"/> Z <input type="checkbox"/> Daylight Saving Time	
24. Geodetic Datum	Horizontal Datum <input type="radio"/> NAD83 <input type="radio"/> WGS84 Vertical Datum <input type="radio"/> NAVD88 <input type="radio"/> EGM96	
25. Automatic Flight Information System (AFIS)	<input type="radio"/> No <input type="radio"/> Yes	
25a. Digital	<input type="radio"/> No <input type="radio"/> Yes	
25b. AFIS Frequency	<input style="width: 50%;" type="text"/> (MHz / kHz)	
25c. Collocated with Weather System	<input type="radio"/> No <input type="radio"/> Yes Weather System Identifier: <input style="width: 50%;" type="text"/>	
25d. AFIS Hours	<input style="width: 100%;" type="text"/>	
25e. AFIS Phone Number	<input style="width: 100%;" type="text"/>	
26. Hub, Radio, FSS or BASEOPS Frequencies		
Action	Frequency	Type

III. Remote Communication Outlets**27. RCO Sites**

Action	Communication Identifier	RCO Type	RCO Name	RCO Coordinates

FAA Form 7900-3 Flight Service Stations (FSS) and Military Base Operations (BASEOPS) Data Form

28. RCO Frequencies

Action	RCO Frequency	Communication Identifier

IV. Satellite Airports

29. Add Satellite Airports to RCO Frequency

Hub, Radio or FSS Name	RCO Name	RCO Identifier	RCO Frequency	Satellite Airport Identifier(s)

30. Delete Satellite Airports from RCO Frequency

Hub, Radio or FSS Name	RCO Name	RCO Identifier	RCO Frequency	Satellite Airport Identifier(s)

31. Transfer Satellite Airports between RCO Frequencies

From/To	Hub, Radio or FSS Name	RCO Name	RCO Identifier	RCO Frequency	Satellite Airport Identifier(s)

**FAA Form 7900-3 Flight Service Stations (FSS) and Military Base Operations
(BASEOPS) Data Form**

From/To	Hub, Radio or FSS Name	RCO Name	RCO Identifier	RCO Frequency	Satellite Airport Identifier(s)

32. Add Satellite Airports to Military (DoD) BASEOPS

BASEOPS Name	BASEOPS Identifier	BASEOPS Frequency	Frequency Type	Satellite Airport Identifier(s)

33. Delete Satellite Airports from Military (DoD) BASEOPS

BASEOPS Name	BASEOPS Identifier	BASEOPS Frequency	Frequency Type	Satellite Airport Identifier(s)

V. Remarks

This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-3 (7/14) SUPERSEDES PREVIOUS EDITION

Please refer to the NFDC website (<https://nfdc.faa.gov/>) for the most current version of this form and to submit data electronically. In the event the website is unavailable, please complete a hard copy of the form and fax or mail the completed form to the FAA. See page three of the order for faxing and mailing instructions.

Appendix G: Radar Instrument Approach Data Form Instructions

A. General. The Radar Instrument Approach Data Form, FAA Form 7900-7 is used to submit Airport Surveillance Radar (ASR), Air Route Surveillance Radar (ARSR), Common Air Route Surveillance Radar (CARSR) and Precision Approach Radar (PAR) data to the National Flight Data Center (NFDC).

Submitters should carefully read all of the following instructions to ensure the preparation of complete and accurate submissions that can be processed in a timely manner.

B. Authorized Submitters. For civil facilities, this form should be submitted to the NFDC by authorized personnel at the affected control facility (e.g., Airport Traffic Control Towers (ATCT), Terminal Radar Approach Control (TRACON)).

For (DoD) military facilities, this form should be submitted to the NFDC by authorized personnel within the appropriate service under the Department of Defense (DoD).

C. Form Sections.

I. Submission. This section provides information related to submission of the data to the NFDC, including the contact information of the submitter, the name of the official who authorized the changes to be made, the purpose of the submission, and the estimated date the changes will be effective.

(1) **Name.** Enter the name of the FAA or DoD (military) submitter.

(2) **Organization.** Enter information for the FAA organization or DoD (military) submitter.

a) **Organization Type.** Select the type of organization:

- FAA
- Military

b) **Organization Name.** Enter the name of the FAA organization. If the organization type is military, select the appropriate service:

- U.S. Army (USA)
- U.S. Air Force (USAF)
- U.S. Coast Guard (USCG)
- U.S. Navy (USN)/U.S. Marine Corps (USMC)
- Other – specify in Remarks section.

c) **Organization Routing Code.** Enter the FAA routing code or office symbol under DoD (military).

(3) **Submission Date.** Enter the month, day, and year of the form submission.

(4) **Email.** Enter the email address of the FAA or DoD (military) submitter.

(5) **Phone.** Enter the phone number including area code of the FAA submitter or DoD (military) submitter.

(6) Authorizing Official/Title/Routing Symbol. Enter the name of the official authorizing the changes to be made (e.g., Facility Manager, Program Director, Lead Engineer or appropriate military authority). Include the title and routing symbol of this official.

(7) Purpose of Submission. Select one of the following options to indicate the purpose for submitting the form:

- Changes to Existing Radar Facility – Select this option if this form is being submitted to report changes to an existing radar facility.
- New Radar Facility – Select this option if this form is being submitted to report a radar facility that will be newly commissioned.
- Close/Decommission Radar Facility – Select this option if this form is being submitted to report the closure or decommissioning of an existing radar facility.

(8) Proposed Effective or Decommissioning Date. Select the proposed Aeronautical Information Regulation and Control (AIRAC) effective or decommissioning date.

Note: The submitting organization must provide NAS data changes to the NFDC as soon as possible but not later than the cut-off dates listed on the NFDC website (<https://nfdc.faa.gov>) and in the Airport Facility Directory (A/FD).

II. Control Facility. This section provides basic information that describes the control facility for which data is being reported.

(9) Radar Facility Identifier (ID). Enter the FAA ID of the control facility per FAA Order 7350.8, *Location Identifiers*. For ATCT, enter the FAA airport ID of the airport where the facility is located.

(10) Radar Service Capabilities. Identify the type of radar service capabilities.

- Primary only
- Primary and Secondary
- Primary, Secondary and PAR
- Primary and PAR
- Secondary only
- PAR only

(11) Location. Enter the city and state (for United States) or city and country (for international) where the facility is located, per FAA Order 7350.8.

(12) Type of Standby Power. Select the type of standby power available to the Radar equipment:

- Battery/Uninterrupted Power Source (UPS)
- Commercial
- Generator
- None
- Unknown

(13) Magnetic Variation (MagVar). Enter the MagVar of record for the NAVAID and the epoch year. If unknown, contact the Technical Program Support Group within the FAA ATO Mission Support Services.

(14) Video Map. Indicate if a video map is available.

- Yes
- No

(15) Antenna Tilt. Indicate if the antenna is fixed or variable and provide the antenna tilt angle to the nearest tenth of a degree.

- Fixed
- Variable

(16) Moving Target Indicator (MTI). Indicate if MTI is available. If available, indicate if it is digital.

(17) Geodetic Datum. Select the applicable horizontal and vertical reference systems used for any geodetic data reported.

- Horizontal: NAD83 or WGS84
- Vertical: NAVD88 or EGM96

(18) Channel. Select the type of channel.

- Single
- Dual

III. Primary Radar Site. This section provides information that describes the primary radar sites that are associated with the civil and DoD (military) Air Traffic Control (ATC) facility.

(19) Primary Radar Type. Indicate the type of primary radar.

- ASR
- ARSR
- CARSR

(20) Digital. Indicate if the radar service is digital.

(21) Airport ID. Enter the FAA assigned airport ID per FAA Order 7350.8.

(22) Primary Radar Equipment Type. Select the equipment type of the primary radar at the site and provide the serial number of the transmitting equipment, if available.

(23) Primary Radar Site Coordinates. Enter the latitude and longitude of the radar site in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N (for North) or S (for South) after the latitude, and E (for East) or W (for West) after the longitude.

(24) Antenna Elevation. Enter the ground elevation of the radar site in feet rounded to the nearest tenth of a foot, Mean Sea Level (MSL). If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(25) Runway (RWY) Number(s) Approach (APCH) End.

a. RWY Number(s) Approach End. Identify the RWY number(s) at the APCH end for this submission.

Vertical Coverage. Select the radial used to determine vertical coverage and define the operational requirements for the primary radar.

b. Vertical Coverage Azimuth. Provide the vertical coverage azimuth to the nearest degree.

c. Altitude. Indicate the altitude required with the vertical coverage azimuth to the nearest foot.

d. Distance. Indicate the distance required with the vertical coverage.

e. General Terrain Monitor (GTM). Indicate if GTM is available.

IV. Secondary Radar Site. This section provides information that describes the secondary radar sites that are associated with the civil and DoD (military) Air Traffic Control (ATC) facility.

(26) Secondary Radar Type. Indicate the type of primary radar.

- ASR
- ARSR
- CARSR

(27) Digital. Indicate if the radar service is digital.

(28) Airport ID. Enter the FAA assigned airport ID per FAA Order 7350.8.

(29) Secondary Radar Equipment Type. Select the equipment type of the secondary radar at the site and provide the serial number of the transmitting equipment, if available.

(30) Secondary Radar Site Coordinates. Enter the latitude and longitude of the radar site in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude, and E or W after the longitude.

(31) Antenna Elevation. Enter the ground elevation of the radar site in feet rounded to the nearest tenth of a foot, MSL. If elevation is below sea level, precede the value by a minus sign (e.g., -15.0 feet).

(32) RWY Number(s) APCH End.

a. RWY Number(s) Approach End. Identify the RWY number(s) at the APCH end for this submission.

Vertical Coverage. Select the radial used to determine vertical coverage and define the operational requirements for the secondary radar.

b. Vertical Coverage Azimuth. Provide the vertical coverage azimuth to the nearest degree.

c. Altitude. Indicate the altitude required with the vertical coverage azimuth to the nearest foot.

d. Distance. Indicate the distance required with the vertical coverage.

e. General Terrain Monitor (GTM). Indicate if GTM is available.

V. PAR Sites. This section provides information that describes PAR sites that are associated with the civil and DoD (military) Air Traffic Control (ATC) facility.

(33) Digital. Indicate if the radar service is digital

(34) Airport ID. Enter the FAA assigned airport ID per FAA Order 7350.8.

(35) PAR Equipment Type. Select the equipment type of the PAR radar at the site and provide the serial number of the transmitting equipment, if available.

(36) PAR Site Coordinates. Enter the latitude and longitude of the radar site in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude, and E or W after the longitude.

(37) RWY Number(s) APCH End.

a. RWY Number(s) APCH End. Identify the RWY number(s) at the APCH end for this submission.

b. Antenna Offset. Indicate if antenna offset is left or right and provide the distance from the Center Line (C/L) in feet to the nearest foot.

- Left
- Right

c. Threshold Crossing Height (TCH). Enter the TCH at threshold to the nearest tenth of a foot or to the nearest hundredth of a foot, if available.

d. Glide Slope (GS) Angle. Enter the GS angle to the nearest hundredth of a degree.

e. Ground Point of Intercept (GPI) Coordinates. Enter the latitude and longitude of the GPI in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

f. GPI Distance to Threshold. Enter the distance from the GPI to the nearest tenth of a foot or to the nearest hundredth of a foot if available.

g. Runway Point of Intercept (RPI) Distance to Threshold. Enter the distance from the RPI to the nearest tenth of a foot or to the nearest hundredth of a foot if available.

h. RPI Elevation. Enter the elevation rounded to the nearest tenth of a foot.

i. RPI Coordinates. Enter the latitude and longitude of the RPI in degrees, minutes, and seconds to the nearest hundredth of a second at a minimum or to the nearest ten thousandth of a second, if available. Enter N or S after the latitude and E or W after the longitude.

IV. Remarks. This section should be used to enter any pertinent data or if additional space is required for further explanation.

FAA Form 7900-7 RADAR Instrument Approach Data FormU.S. Department of Transportation
Federal Aviation Administration**Radar Instrument Approach Data Form****I. Submission**

1. Name	<input type="text"/>
2a. Organization Type	<input type="radio"/> FAA <input type="radio"/> Military
2b. Organization Name	<input type="text"/>
2c. Organization Routing Code	<input type="text"/>
3. Submission Date	<input type="text"/>
4. Email	<input type="text"/>
5. Phone	<input type="text"/>
6a. Authorizing Official	<input type="text"/>
6b. Title / Routing Symbol	<input type="text"/>
7. Purpose Of Submission	<input type="radio"/> Changes to Existing Radar Facility <input type="radio"/> New Radar Facility <input type="radio"/> Close/Decommission Radar Facility Select the option(s) which describe the change(s) being made to the existing system. A minimum of one option is required but more than one option may be selected, if applicable. <input type="checkbox"/> Add Primary <input type="checkbox"/> Add Secondary <input type="checkbox"/> Add PAR <input type="checkbox"/> Decommission Primary <input type="checkbox"/> Decommission Secondary <input type="checkbox"/> Decommission PAR <input type="checkbox"/> Change Primary <input type="checkbox"/> Change Secondary <input type="checkbox"/> Change PAR <input type="checkbox"/> Other (complete all necessary fields to describe change)
8. Proposed Effective or Decommissioning Date	<input type="text"/>

II. Control Facility

FAA Form 7900-7 RADAR Instrument Approach Data Form

9. Radar Facility Identifier	<input style="width: 90%;" type="text"/>			
10. Radar Service Capabilities	<input style="width: 90%;" type="text"/>			
11. Location	Country <input style="width: 90%;" type="text"/> City <input style="width: 90%;" type="text"/> State/Province <input style="width: 90%;" type="text"/>			
12. Type of Standby Power	<input style="width: 90%;" type="text"/>			
13. Magnetic Variation	<input style="width: 40%;" type="text"/>	Epoch Year:	<input style="width: 40%;" type="text"/>	
14. Video Map	<input type="radio"/> No <input type="radio"/> Yes			
15. Antenna Tilt	<input type="radio"/> Fixed <input type="radio"/> Variable Antenna Tilt Angle <input style="width: 40%;" type="text"/> (degrees)			
16. Moving Target Indicator	<input type="radio"/> No <input type="radio"/> Yes Digital? <input type="radio"/> No <input type="radio"/> Yes			
17. Geodetic Datum	Horizontal Datum <input type="radio"/> NAD83 <input type="radio"/> WGS84 Vertical Datum <input type="radio"/> NAVD88 <input type="radio"/> EGM96			
18. Channel	<input type="radio"/> Single <input type="radio"/> Dual			
III. Primary Radar Site				
19. Primary Radar Type	<input type="radio"/> ASR <input type="radio"/> ASR/PAR <input type="radio"/> ARSR <input type="radio"/> CARSR			
20. Digital	<input type="radio"/> No <input type="radio"/> Yes			
21. Airport Identifier	<input style="width: 90%;" type="text"/>			
22. Primary Radar Equipment Type	<input style="width: 40%;" type="text"/>	Serial Number:	<input style="width: 40%;" type="text"/>	
23. Primary Radar Site Coordinates	Latitude <input style="width: 20%;" type="text"/> <input style="width: 20%;" type="text"/> <input style="width: 20%;" type="text"/> <input type="radio"/> N <input type="radio"/> S Longitude <input style="width: 20%;" type="text"/> <input style="width: 20%;" type="text"/> <input style="width: 20%;" type="text"/> <input type="radio"/> E <input type="radio"/> W			
24. Antenna Elevation	<input style="width: 40%;" type="text"/> (ft. MSL)			
25. Runway (RWY) Number(s) Approach (APCH) End				
RWY Number Approach End	Vertical Coverage Azimuth	Vertical Coverage Altitude	Vertical Coverage Distance	GTM

FAA Form 7900-7 RADAR Instrument Approach Data Form

RWY Number Approach End	Vertical Coverage Azimuth	Vertical Coverage Altitude	Vertical Coverage Distance	GTM

IV. Secondary Radar Site

26. Secondary Radar Type ☐ ASR ☐ ARSR ☐ CARSR

27. Digital ☐ No ☐ Yes

28. Airport Identifier

29. Secondary Radar Equipment Type

Serial Number:

30. Secondary Radar Site Coordinates

Latitude

☐ N

☐ S

Longitude

☐ E

☐ W

31. Antenna Elevation

(ft., MSL)

32. RWY Number(s) APCH End

RWY Number Approach End	Vertical Coverage Azimuth	Vertical Coverage Altitude	Vertical Coverage Distance	GTM

V. PAR Sites**PAR Site 1**

33. Digital ☐ No ☐ Yes

34. Airport Identifier

FAA Form 7900-7 RADAR Instrument Approach Data Form

35. PAR Equipment Type		<input style="width: 100px;" type="text"/>		Serial Number: <input style="width: 100px;" type="text"/>				
36. PAR Site Coordinates								
Latitude								
<input style="width: 50px;" type="text"/>		<input style="width: 50px;" type="text"/>		<input type="radio"/> N <input type="radio"/> S				
Longitude								
<input style="width: 50px;" type="text"/>		<input style="width: 50px;" type="text"/>		<input type="radio"/> E <input type="radio"/> W				
37. RWY Number(s) APCH End								
RWY Number(s) APCH End	Antenna Offset	Threshold Crossing Height (TCH)	Glide Slope (GS) Angle	Ground Point of Intercept (GPI) Coordinates	GPI Distance to Threshold	Runway Point of Intercept (RPI) Distance to Threshold	RPI Elevation	RPI Coordinates

PAR Site 2

33. Digital		<input type="radio"/> No <input type="radio"/> Yes						
34. Airport Identifier		<input style="width: 100px;" type="text"/>						
35. PAR Equipment Type		<input style="width: 100px;" type="text"/>						
		Serial Number: <input style="width: 100px;" type="text"/>						
36. PAR Site Coordinates								
Latitude								
<input style="width: 50px;" type="text"/>		<input style="width: 50px;" type="text"/>						
		<input type="radio"/> N <input type="radio"/> S						
Longitude								
<input style="width: 50px;" type="text"/>		<input style="width: 50px;" type="text"/>						
		<input type="radio"/> E <input type="radio"/> W						
37. RWY Number(s) APCH End								
RWY Number(s) APCH End	Antenna Offset	Threshold Crossing Height (TCH)	Glide Slope (GS) Angle	Ground Point of Intercept (GPI) Coordinates	GPI Distance to Threshold	Runway Point of Intercept (RPI) Distance to Threshold	RPI Elevation	RPI Coordinates

FAA Form 7900-7 RADAR Instrument Approach Data Form

RWY Number(s) APCH End	Antenna Offset	Threshold Crossing Height (TCH)	Glide Slope (GS) Angle	Ground Point of Intercept (GPI) Coordinates	GPI Distance to Threshold	Runway Point of Intercept (RPI) Distance to Threshold	RPI Elevation	RPI Coordinates

PAR Site 3

33. Digital ☐ No ☐ Yes

34. Airport Identifier

35. PAR Equipment Type Serial Number:

36. PAR Site Coordinates

Latitude ☐ N ☐ S

Longitude ☐ E ☐ W

37. RWY Number(s) APCH End

RWY Number(s) APCH End	Antenna Offset	Threshold Crossing Height (TCH)	Glide Slope (GS) Angle	Ground Point of Intercept (GPI) Coordinates	GPI Distance to Threshold	Runway Point of Intercept (RPI) Distance to Threshold	RPI Elevation	RPI Coordinates

PAR Site 4

33. Digital ☐ No ☐ Yes

34. Airport Identifier

35. PAR Equipment Type Serial Number:

36. PAR Site Coordinates

Latitude ☐ N ☐ S

Longitude ☐ E ☐ W

FAA Form 7900-7 RADAR Instrument Approach Data Form**37. RWY Number(s) APCH End**

RWY Number(s) APCH End	Antenna Offset	Threshold Crossing Height (TCH)	Glide Slope (GS) Angle	Ground Point of Intercept (GPI) Coordinates	GPI Distance to Threshold	Runway Point of Intercept (RPI) Distance to Threshold	RPI Elevation	RPI Coordinates

VI. Remarks

This section should be used to enter any pertinent data or if additional space is required for further explanation.

Please refer to the NFDC website (<https://nfdc.faa.gov/>) for the most current version of this form and to submit data electronically. In the event the website is unavailable, please complete a hard copy of the form and fax or mail the completed form to the FAA. See page three of the order for faxing and mailing instructions.