U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

ORDER
JO 7930.2N

Effective Date:
August 22, 2013

SUBJ: Notices to Airmen (NOTAM)

This order prescribes air traffic control procedures and phraseology for use by personnel providing air traffic control services. Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations not covered by this order.

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

DIRECTIVE NO. JO 7930.2N

CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL	CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL

FAA Form 1320−5 (6−80) USE PREVIOUS EDITION

Notices to Airmen (NOTAM)

Explanation of Changes

Effective: August 22, 2013

a. Chapter 1

Clarifies and expands the definitions of each keyword, as well as provides definitions to keywords not previously defined in preparation for International Civil Aviation Organization (ICAO) compliant NOTAMs. The keyword "SECURITY" and definition is also added. Section 3 of Chapter 1 is renamed from "Responsibilities" to "Accountable Organization" which is more descriptive of the type of information contained in this section. Adds a new paragraph that defines and identifies who, other than Flight Service, is considered a certified source. The term "NOTAM Originator" is further defined as a result of the Safety Risk Management Document (SRMD), *Digital NOTAM Originators,* dated May 26, 2011, and SRMD Amended Version 1, dated October 11, 2012. Clarifies coordination and NOTAM responsibilities associated with navigational aids.

b. Chapter 2

Adds additional descriptive verbiage that addresses time critical delays, corrections, and changes. The enhanced paragraph becomes more descriptive of the happening or event.

c. Chapter 3

Paragraph 3–1–2 is renamed and reorganized to more accurately portray NOTAM responsibilities. Paragraph 3–1–3 eliminates the option to use Standard Forms 7930-1 and 7930-2 because they are outdated due to new technology; instead, the information needs to be included on a locally–approved form. Paragraphs 3–3–3 and 3–3–6 are also added.

d. Chapter 4

Section 2 further defines the standardized NOTAM sequence and the words within. Keywords are removed as they are identified in Chapter 1. NOTAM elements are standardized to reflect the digital NOTAM structure, specifically to provide guidance for NOTAMs with altitude limits. All NOTAMs now must have an effective and expiration time, and the use of "EST" and "PERM" are further defined.

e. Chapter 5

The term "Movement Area NOTAMs" is changed to "Aerodrome Condition NOTAMs" to be more inclusive. Policy is included to help the user in creating changes to Usable Runway Length and Declared Distance NOTAMs. Updates to Field Condition Reporting are changed as a result of the SRM Panel on *Changes in Contaminant Reporting* dated April 2012. The contaminant table is modified to more accurately reflect Airports policy. Pilot Reported FICON is added to this section. Customs Services is added to paragraph 5–1–5. A new paragraph is added to provide the standardized NOTAM sequence for Obstructions. Technical Operations personnel are identified as the originator of the NOTAMs identified in sections 5-3 through 5-5. The responsibility is placed again on the NOTAM Originator as the disseminator of the information contained in the NOTAM.

f. Chapter 6

The term "Special Activity Airspace (SAA)" is added and defined to be inclusive of Special Use Airspace (SUA), Warning Areas, and other related airspaces.

g. Chapter 7

Paragraph 7–1–5 has been reorganized for clarity and reworded to enhance understanding of information required and better define duties.

h. Chapter 8

The Military NOTAM System is changed to its proper name, Defense Internet NOTAM Service (DINS).

i. Chapter 9

The procedure for the NOTAM Office issuing GPS-related international NOTAMs is amended, and the reference to oceanic airspace is deleted.

j. Appendices

The Appendices have been updated to reflect current word uses and policy.

k. Further guidance for NOTAM responsibilities and accountabilities is defined to reflect current practices within the Federal NOTAM System (FNS).

l. Many updates are made to transition towards ICAO compliance.

m. Updates are made to capture FAA organizational changes and the results of those changes.

n. Paragraphs have been moved and reorganized to improve the flow and make the order more logical.

o. Examples and references are updated throughout the order to reflect current policy and updated publication information.

p. Redundancies are eliminated.

q. Additional editorial/format changes are made where necessary.

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Chapter 1. General

Section 1. Introduction

1–1–1. PURPOSE

This order prescribes procedures used to obtain, format, and disseminate information on unanticipated or temporary changes to components of, or hazards in, the National Airspace System (NAS) until the associated aeronautical charts and related publications have been amended. The Notice to Airmen (NOTAM) system is not intended to be used to advertise data already published or charted.

1–1–2. AUDIENCE

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

1–1–3. WHERE TO FIND THIS ORDER

This order is available on the FAA Web site at http://faa.gov/air_traffic/publications and http://employees.faa.gov/tools_resources/orders_notices/.

1–1–4. CANCELLATION

FAA Order JO 7930.2M, Notices to Airmen (NOTAM) dated September 25, 2008, and Changes, are canceled.

1–1–5. EXPLANATION OF CHANGES

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

1–1–6. DISTRIBUTION

This order is distributed to selected offices in Washington headquarters, service area offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, and air traffic operations field offices and facilities.

1–1–7. REVISIONS

The contents of this order will be periodically reviewed and updated, as required by NADIN GENOTs and order changes. Changes/orders are published as needed. Suggestions for revision should be forwarded through the appropriate facility/service area staff, to System Operations Services, Flight Services, Safety and Operations Policy Group.

1–1–8. EFFECTIVE DATE

This order is effective August 22, 2013.

Section 2. Scope

1–2–1. PURPOSE

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

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

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

c. NOTAMs must have one of the following keywords as the first part of the text. A keyword is used to make it easier to sort and locate the specific data needed.

RWY, TWY, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE, ODP, SID, STAR,CHART, DATA, IAP, VFP, ROUTE, SPECIAL SECURITY or (O).

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

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

2. TWY (Taxiway). Keyword used to describe a temporary change or hazard pertaining to taxiway, taxiway lighting, and signage.

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

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

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

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

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

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

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

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

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

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

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

14. DATA (Data). Keyword used to describe a temporary change or hazard associated with a data set change followed by the name of the data set to be

changed; for example U.S. DOD DAFIF, DACS, or NFD.

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

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

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

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

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

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

20. (O) – Other Aeronautical Information. Aeronautical information received from any authorized source that may be beneficial to aircraft operations and does not meet defined NOTAM criteria. Any such NOTAM will be prefaced with "(O)" as the keyword following the location identifier.

NOTE–
Keyword (O) should not be used for NOTAMs pertaining to a movement area as described in this Order.

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

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

1–2–2. PROCEDURAL APPLICATIONS

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

1–2–3. AVOIDANCE OF DUPLICATION

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

Section 3. Accountable Organizations

1–3–1. AIR TRAFFIC ORGANIZATION

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

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

b. Air traffic personnel must accept all airmen information regardless of source or subject matter, provided the occurrence is no more than 3 days in the future. Obtain the name, title (if appropriate), address, and telephone number of the person furnishing the information and forward all data to the appropriate tie-in FSS.

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

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

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

e. FSS specialists/Flight Services Program Operations specialists are responsible for issuing a NOTAM that is not covered in any example or NOTAM criteria in FAA Order JO 7930.2. Advise the USNOF when this type of NOTAM is being issued.

NOTE–
Before issuing this type of NOTAM, a discussion with a NOTAM specialist (USNOF) must take place to coordinate formats and adhere to standard NOTAM procedures as best as possible.

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

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

h. Mission Support Services, Airspace Services, is responsible for the development of policy guidance regarding standard terminal arrival routes (STAR). STAR NOTAMs are originated by the ARTCC (See paragraph 7-1-5f).

i. USNOF executes the operational compliance function. When operational personnel of the USNOF determine that NOTAM information submitted is not in compliance with the criteria or procedures as prescribed, they must call this to the attention of the transmitting party. USNOF will forward unresolved issues to the Flight Services Program Operations for clarification and further action. The USNOF is responsible for operating the NOTAM system. USNOF originates NOTAMs, as needed.

REFERENCE–
FAAO JO 7930.2, Para 4–1–2, National NOTAM Office Relationships

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

1–3–2. TECHNICAL OPERATIONS SERVICES

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

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

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

NOTE–
Technical Operations personnel are expected to submit approval requests for routine maintenance shutdowns sufficiently in advance to assure that approval will be received with ample time for issuance of a NOTAM 5 hours before a shutdown will occur.

1–3–3. FLIGHT INSPECTION SERVICES

NOTAMs regarding NAVAID restriction are initiated by Flight Inspection Services under FAAO 8200.1, United States Standard Flight Inspection Manual. Facility classification based on flight inspection results is the responsibility of the flight inspector.

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

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

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

1–3–5. FLIGHT STANDARDS SERVICE

The Flight Technologies and Procedures Division, AFS-400, is responsible for development of policy guidance and procedures for the origination, tracking, and cancellation of NOTAMs relating to instrument flight procedures. This policy is contained in FAA Order 8260.19, Flight Procedures and Airspace, and applies to the following: SIAPs, ATS routes, textual and graphic ODPs, SIDs, and special instrument flight procedures. (See paragraph 1–3–1 for procedures addressing STAR NOTAMs.)

1–3–6. TRANSPORTATION SECURITY ADMINISTRATION (TSA)

The TSA Aviation Command Center initiates requests to establish temporary flight restrictions required by hijack situations. These requests are normally made to the service area office; however, these requests may be made directly to air traffic facilities.

1–3–7. AIRPORT MANAGEMENT

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

Section 4. Terms of Reference

1–4–1. WORD MEANINGS

As used in this order:

a. "Must" means a procedure is mandatory.

b. "Should" means a procedure is recommended.

c. "May" or "need not" means a procedure is optional.

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

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

f. Singular words include the plural.

g. Plural words include the singular.

h. Miles means nautical miles unless otherwise stated.

1–4–2. NOTES

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

1–4–3. EXAMPLES

Any illustration used which serves to explain subject material is identified as an EXAMPLE. They are representative of the format discussed in each section. Not all components of the NAS will be illustrated with an example.

1–4–4. REFERENCES

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

1–4–5. MANUAL CHANGES

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

a. Each revised or additional page will show the change number and effective date of the change.

b. Vertical lines in the margin of the text will mark the location of substantive procedural, operational, or policy changes; that is, when material which affects the performance of duty is added, revised, or deleted.

1–4–6. DEFINITIONS

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

a. Accountable Organization. The accountable organization is responsible for accurately reporting the condition considered to be a hazard or potential hazard to flight operations. Reporting the condition must be accomplished by ensuring that procedures are developed to establish NOTAM origination and coordination responsibilities.

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

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

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

e. Alaska Supplement. See Supplement.

f. Center Area NOTAM (CAN). CANs are NOTAMs issued on airway changes, temporary flight restrictions (TFR) and laser light activity that fall within an ARTCCs airspace. CANs will be issued in the FDC format by the USNOF.

g. Certified Airport. An airport certificated under 14 CFR Part 139. These airports are so indicated in the airport/facility directory.

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

i. Chart Supplement. See Supplement.

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

k. Fix/Radial/Distance (F/R/D). Is a VOR identifier followed by 3-digit degrees magnetic and 3-digit distance in nautical miles with no spaces between characters (SAC360020 would be 360-degree radial, 20NM from SAC).

l. Flight Data Center (FDC) NOTAM. FDC NOTAMS are normally used to disseminate safety of flight information relating to regulatory material as well as to all Instrument Flight Procedures and are issued through the USNOF.

m. Limited Airport Operating Certificate. A certificate issued by the FAA, pursuant to 14 CFR Part 139, to airports serving or expected to serve only unscheduled air carrier operations in aircraft with seating capacity of more than thirty passengers. These airports are maintained and operated in accordance with Airport Certification Specification .

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

o. NOTAM D. A notice distributed by means of telecommunications containing information concerning the establishment, condition, or change in any aeronautical facility, service, procedure, or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

p. NOTAM Originator. The party who submits a NOTAM to the USNS using an approved interface and is accountable for the NOTAM coordination.

q. Pacific Chart Supplement. See Supplement.

r. Reduced. Used to denote possible communications problems that may prevent data from being delivered. If the data is received, it is good; therefore, it is reliable. However, when the coverage is reduced, the data may not be received, or there may be a loss of signal during flight; once that signal is received again it is deemed usable.

s. Supplement (Alaska, Pacific).

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

2. Pacific. This chart supplement is a civil flight information publication, designed for use with flight information publications, en route charts and the sectional aeronautical chart covering the State of Hawaii and that area of Pacific served by U.S. facilities. The Supplement contains an airport/facility directory of all airports (including certificated (14 CFR Part 139) airports open to the public and those requested by appropriate agencies), communications data, navigational facilities, special notices and procedures applicable to the Pacific area.

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

Chapter 2. Aeronautical Information Services

Section 1. Aeronautical Information System

2–1–1. GENERAL

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

2–1–2. DISSEMINATION OF AIRMEN INFORMATION

Airmen information is disseminated by the following methods:

a. Aeronautical charts depicting permanent baseline data:

1. IFR Charts:

(a) Enroute High Altitude Conterminous U.S.

(b) Enroute Low Altitude Conterminous U.S.

(c) Alaska Charts.

(d) Pacific Charts.

2. U.S. Terminal Procedures:

(a) Departure Procedures (DPs).

(b) Standard Terminal Arrivals (STARs).

(c) Standard Instrument Approach Procedures (SIAPs).

3. VFR Charts:

(a) Sectional Aeronautical Charts.

(b) Terminal Area Charts (TAC).

(c) World Aeronautical Charts (WAC).

b. Flight information publications outlining baseline data:

1. Notices to Airmen (NTAP).

2. Airport/Facility Directory (AFD).

3. Pacific Chart Supplement.

4. Alaska Supplement.

5. Alaska Terminal.

6. Aeronautical Information Manual (AIM).

2–1–3. PUBLICATION CRITERIA

The following conditions or categories of information should be forwarded to the National Flight Data Center (NFDC) for inclusion in the flight information publications and charts. Time critical delays, corrections, or changes to previously published data that cannot be republished before occurrence must be issued as a NOTAM, providing they meet the criteria set forth in this order.

a. NAVAIDs. Commissioning, decommissioning, restrictions, frequency changes, changes in monitoring status and monitoring facility used in the National Airspace System (NAS). NAVAID outage NOTAMs must remain active until the NAVAID is returned to service or decommissioned.

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

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

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

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

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

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

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

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

2–1–4. NOTICES TO AIRMEN PUBLICATION

a. NTAP is published by Mission Support Services, ATC Products and Publications, every 28 days.

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

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

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

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

(b) Section 2, Procedural NOTAMs.

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

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

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

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

(b) Section 2, International Oceanic Airspace Notices.

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

(a) Section 1, General.

(b) Section 2, Special Military Operations.

(c) Section 3, Airport and Facility Notices.

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

(e) Section 5, Airshows.

(f) Section 6, Special Notices.

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

2–1–5. FORWARDING DATA

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

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

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

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

2–1–6. CHART/PUBLICATION ERRORS OR OMISSIONS

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

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

c. If NOTAMs are published or more than 90 days old, the accountable organization must be contacted for possible cancellation.

2–1–7. ADMINISTRATIVE MESSAGES

All data forwarded to the NFDC via telecommunications for publication must be forwarded to the Washington Headquarters Telecommunications Center (RWA), attention Aeronautical Information Management.

EXAMPLE–
GG KRWAYAYX
121543 KDCAYFYX DCA001
ATTN Aeronautical Information Management
THE FOLLOWING INFORMATION IS SUBMITTED FOR PUBLICATION IN THE NEXT ISSUE OF THE NOTICES TO AIRMEN AND OR OTHER PUBLICATIONS AS REQUIRED. DCA VASI RWY 17 COMISSIONED. ATCT HOURS 0900–1900. SIMEONE MANAGER FSS.

2–1–8. ADDRESSING CORRESPONDENCE

All correspondence to be mailed to the NFDC for publication must be addressed to:

Federal Aviation Administration
Aeronautical Information Management
National Flight Data Center
800 Independence Avenue, S.W.
Washington, D.C. 20591

2–1–9. NFDC ORGANIZATION

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

a. Airports and NAVAIDs Section telephone: (202) 267-9292.

b. Procedures and Airspace Section, telephone: (202) 267-9273.

c. Cartographic Standards Section, telephone: (202) 267-9302.

d. Aeronautical Information Management:

1. Toll Free: (866) 295-8236

2. Fax: (202) 267-5322.

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

2–1–10. THE NATIONAL FLIGHT DATA DIGEST (NFDD)

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

2–1–11. COMPUTER PRINTOUTS

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

Section 2. NOTAM System

2–2–1. NOTAM CLASSIFICATION

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

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

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

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

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

Chapter 3. General Operating Procedures

Section 1. General

3–1–1. TIE–IN STATIONS

a. Flight Service Program Office must designate an FSS as tie–in point for NOTAM purposes for all facilities in the NAS. The facilities assigned should normally be within the confines of the FSS's flight plan area.

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

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

3–1–2. NOTAM RESPONSIBILITIES

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

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

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

REFERENCE–
FAAO JO 7930.2, Para 5–1–2, Handling Reported Movement Area Conditions

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

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

3–1–3. NOTAM LOG

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

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

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

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

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

REFERENCE–
FAAO JO 7930.2, Para 7–2–4, Retrieving FDC NOTAMs

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

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

b. Upon receipt of these messages, the watch supervisor at each flight service station hub or parent facility must ensure that the NOTAM is received at each of their subordinate facilities. The hub or parent facility must notify the USNOF within 15 minutes by receipt message to "KDZZNAXX." The receipt message must include:

1. R.

2. The FDC number, including the letters FDC.

3. The initials of the watch supervisor.

NOTE–
Only the hub or parent facility need to acknowledge the NOTAM. For automation processing, the receipt message must adhere to the following format: R FDC 4/1234 XX

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

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

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

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

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

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

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

5. If no supervisory personnel are on duty and a controller–in–charge (CIC) is assigned to these duties, emergency situations and/or inflight services as defined in FAA Order JO 7110.10, Flight Services, must take precedence over compliance with the supervisory duties contained in this paragraph.

NOTE–
The purpose of this procedure is to ensure that:
1. *All flight service specialists know about the Presidential, Special Security Instructions, or Emergency Air Traffic Rules TFRs so that pilots are briefed appropriately.*
2. *All affected air traffic facilities receive immediate notification when these TFRs are issued.*

Section 2. Coordination

3–2–1. COORDINATION WITH OTHER FACILITIES

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

3–2–2. FILING NOTAM INFORMATION WITH FSSs

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

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

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

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

2. All current NOTAMs.

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

3–2–4. NON–FEDERAL FACILITIES

a. NOTAMs on non-Federal facilities that are part of the NAS are distributed through the FAA NOTAM system. Letters of agreement covering FSS notification procedures for these facilities should be executed whenever possible.

REFERENCE–
14 CFR Part 171 outlines owner/operation responsibilities.

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

Section 3. Use of Terms

3–3–1. USE OF CONTRACTIONS AND ABBREVIATIONS

a. Contractions and abbreviations designated for ICAO usage as specified in FAA Order JO 7340.2, Contractions, must be used in the NOTAM system. Where an ICAO contraction is not listed, plain text is required. See Appendix D for a list (not all inclusive) of ICAO differences – words that are allowable in a NOTAM even though it is not ICAO compliant.

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

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

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

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

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

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

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

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

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

3–3–3. UNITS OF MEASUREMENT

Specify the unit of measurement in distance, height, altitude, or weight. When using an abbreviation, do not add a space between the measurement and the unit of measurement.

EXAMPLES–
500FT
12500LB
5NM

3–3–4. RUNWAY IDENTIFICATION

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

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

EXAMPLE–
RWY 3/21, 3 or 21

c. The Department of Defense must specify the runway identification as it is published.

EXAMPLE–
RWY 08

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

EXAMPLES–
3L
3C
3R

e. Where the magnetic bearing indicator has not been established, identify the runway to the nearest eight points of the compass. The forward slash "/" is used to separate runway pair designators and should not be used elsewhere to mean "and."

EXAMPLES–
NE/SW CLSD
N/S N 200FT CLSD

3–3–5. TAXIWAY IDENTIFICATION

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

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

EXAMPLE–
SHD TWY PARL TWY ADJ RWY 9/27 CLSD

2. When a cardinal direction is used to describe a taxiway condition, the word describing the

direction must be spelled out in full to ensure that the cardinal direction is not mistaken for a taxiway designator; for example, “EAST,” “WEST,” “SOUTHWEST.”

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

EXAMPLES–
ACY TWY ALL CLSD

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

SHD TWY ALL EDGE LGT OUT OF SERVICE

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

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

1. Taxiway segments must be separated from each taxiway or taxiway segment with a comma and preceded by contraction TWY followed by the taxiway designator.

EXAMPLE–
DCA TWY B3,C CLSD

2. Taxiway segments separated by a comma will share only the condition; for example, multiple segments separated by commas may share the condition CLSD or WORK IN PROGRESS SNOW REMOVAL.

EXAMPLE–
DEN TWY B1, B2, F, TWY B BTN TWY B10 AND TWY B8 CLSD

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

2. *The use of the virgule “/” to separate large segments is not authorized.*

3–3–6. APRON IDENTIFICATION

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

EXAMPLES–
DCA DCA APRON ALL CLSD

FAI FAI APRON TERMINAL RAMP FICON PATCHY THIN SN

NOTE–
“ALL” can be used at airports that have more than one apron to indicate all aprons are affected equally, OR where there is only one apron, to indicate its condition.

Chapter 4. NOTAM D Procedures

Section 1. General

4–1–1. ACCEPTING NOTAM D INFORMATION

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

4–1–2. NATIONAL NOTAM OFFICE RELATIONSHIPS

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

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

c. Editing:

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

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

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

Section 2. Preparing NOTAMs for Dissemination

4–2–1. NOTAM COMPOSITION

NOTE–
For FDC NOTAM examples, see chapter 7.

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

1. An exclamation point (!).

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

3. Location designator (the identifier of the affected facility or location – located AFTER the NOTAM number).

4. Keyword.

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

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

6. Surface segment (when needed).

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

8. Location description (when needed).

9. Lower limit/upper limit, or height, when needed. Limits must be specified as SFC (surface). Up to 17,999, express in feet MSL; for example, 275FT, 1225FT (MSL must not be written). For 18,000 and above, express in in flight levels (FL); for example, FL180, FL550, or UNL (unlimited). Heights AGL may be added in parentheses.

10. Condition. The changed condition or status being reported, when needed; for example: CLSD, OUT OF SERVICE, NOT AVBL, NOT LGTD, FLAGGED, OBSC, UNREL, ON CONS.

11. Reason (when needed).

12. Remarks (optional). Other information considered important to the pilot.

13. Schedule, if needed. A single NOTAM may be originated for a scheduled condition/activity that will recur during the effective period. Specify the schedule between the condition/activity and the effective time string. The days of the week must be specified before the scheduled time. The term "DAILY" indicates the event will occur at the same time during the stated time period. The NOTAM effective time and expiration time must be compatible with the scheduled time.

14. Effective/expiration time. A 10-digit date-time group (YYMMDDHHMM) must be used to indicate the effective time and expiration time of the NOTAM. The effective time and expiration time must be separated by a hyphen "-." The effective time indicates the date/time a condition will exist or begin. The expiration time is the expected return to service, return to normal status time, or the time the activity will end.

(a) If the NOTAM duration is uncertain, the approximate expiration time must be indicated by using a date-time group followed immediately by "EST" (estimate). Any NOTAM which includes an "EST" must be canceled or replaced before the expiration time specified in the NOTAM, as the NOTAM will not auto-expire. FDC NOTAMs relating to instrument flight procedures must not be canceled and reissued. (Reference FAA Order 8260.19, chapter 2, section 6.)

(b) When a NOTAM is originated to advertise a permanent condition that will be published in a publication, chart or database, "PERM" should be inserted as the expiration date in lieu of a 10-digit date-time group. The NOTAM originator is responsible for canceling the NOTAM upon publication.

(c) If neither "EST" nor "PERM" is used, the NOTAM will auto-expire at the expiration date.

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

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

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

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

4–2–2. NOTAM ACCOUNTABILITY

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

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

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

c. Make NOTAM accountability changes by mail, administrative message, or FAX when known sufficiently in advance. When the published accountability for a NOTAM is incorrect, change it by issuing a NOTAM under the published accountability. As soon as practicable after issuance, contact the USNOF by telephone or message and request they make the accountability change in the USNS tables. Issue all subsequent NOTAMs under the corrected accountability. If there are any current NOTAMs for the location, cancel and reissue those NOTAMs under the new accountability after the USNS tables have been changed. Notify Aeronautical Information Management of any NOTAM accountability changes.

Section 3. Coding and Transmission of NOTAMs

4–3–1. PREPARATION FOR TRANSMISSION

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

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

The ADP equipment is programmed to accept and begin processing a NOTAM upon receipt of the ADP code.

4–3–3. NOTAM TRANSMISSION

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

EXAMPLE–
AISR Format:
GG KDZZNAXX
131345 KPIRYFYX
!PIR PIR NAV VOR OUT OF SERVICE

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

EXAMPLE–
AISR Format:
GG KDZZNAXX
131345 KPIRYFYX
!EKN W22 AD AIRPORT CLSD

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

EXAMPLE–
AISR Format:
GG KDZZNAXX
131500 KABQYFYX
!ABQ C04/003
!ABQ ABQ RWY 8/26 CLSD
!ABQ C02/057

NOTE–
No confirmation will be received on cancellations.

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

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

4–3–5. CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM

a. When a new NOTAM is accepted into the NOTAM file, a copy of the NOTAM with the NOTAM number will be returned back to the originating facility and sent to WMSCR for distribution.

EXAMPLE–
(Confirmation)

GG KDENYFYX
131346 KDZZNAXX
!DEN 04/003 DEN NAV VOR OUT OF SERVICE

b. If the NOTAM is rejected, a USNS-generated service message will be relayed back to the facility of origin indicating the reason for rejection as shown in Paragraph 4–5–2, NOTAM Service Messages.

4–3–6. TRANSMISSION BY ANOTHER FACILITY

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

4–3–7. RETRIEVING DOMESTIC NOTAMs

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

a. When the location identifier and number are known:

AISR Format:
GG KDZZNAXX
041503 KTUSYFYX
)SVC RQ DOM LOC=CID NT=02/020

b. When the accountability identifier and number are known:

AISR Format:
GG KDZZNAXX
051612 KYNGYFYX
)SVC RQ DOM ACC=FOD NT=03/040

c. To request all NOTAMs for a given location:

AISR Format:
GG KDZZNAXX
061832 KBZNYFYX
)SVC RQ DOM LOC=DSM

d. To request all NOTAMs for a given accountability:

AISR Format:
GG KDZZNAXX
061832 KBZNYFYX
)SVC RQ DOM ACC=FOD

Section 4. Canceling/Extending NOTAMs

4–4–1. EXTENDING NOTAM DURATION

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

4–4–2. CANCELLATION OF NOTAMs

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

EXAMPLE–
!ABC C05/005

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

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

4–4–3. CANCELING PUBLISHED NOTAM DATA

a. When data appearing in a NOTAM is printed correctly in a publication or on a chart, cancel the NOTAM. The cancellation must be formatted in the following manner:

EXAMPLE–
!ABC C05/005 PUBLISHED
Or
!DEF C06/006 CHARTED

NOTE–
A cancellation which is transmitted without an explanation means the NOTAM is canceled; for example, !GHI C07/007

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

1. Airport/Facility directory.

2. En route low altitude charts.

3. En route high altitude charts.

4. Terminal procedures publications.

NOTE–
FDC NOTAMs relating to instrument approach and obstacle departure procedures and airways must remain current until published in the Terminal Procedures Publication or applicable en route chart.

5. Supplements (Alaska and Pacific).

6. Charts (VFR):

(a) Sectional charts.

(b) World aeronautical charts.

(c) Terminal area charts.

NOTE–
1. *NOTAMs for Prohibited Areas P-40, P-49, and P-56, even if published on a chart, will not be deleted from the database. This would also include any published FDC (TFR) NOTAMs in the Washington, DC, Special Flight Rules Area.*

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

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

Section 5. Computer–Generated NOTAM Service Messages

4–5–1. MONITORING

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

b. Errors in the station identifier or the format will result in a computer–generated service message being sent to the facility of origin. (See paragraph 4-5-2 for examples). The service message will identify the NOTAM parameter which was in error. A rejection (R) requires corrective action as soon as possible.

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

4–5–2. NOTAM SERVICE MESSAGES

If data is entered incorrectly, it will be rejected. Each rejection will be preceded with a service message (SVC) explaining the cause for the rejection. Below are some examples of the type of reject messages received.

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

EXAMPLE–
GG KCLEYFYX
071356 KDZZNAXX
!SVC LOCATION NOT VALID FOR CLE CLE LNN FUEL NOT AVBL

b. Invalid NOTAM accountability location.

EXAMPLE–
GG KRDUYFYX
071402 KDZZNAXX
!SVC NOTAM D ACCOUNTABILITY NOT FOUND NLN LNN RWY CLSD

c. Invalid affected location.

EXAMPLE–
GG KCLEYFYX
071333 KDZZNAXX
!SVC NOTAM (D) LOCATION NOT FOUND CLE VBV RWY CLSD

d. Invalid cancellation.

EXAMPLE–
GG KBUFYFYX
081822 KDZZNAXX
!SVC XXXXXXX DATE TIME
CANCELED NOTAM NOT ON FILE FOR ABOVE ACCOUNTABILITY BGM C01/050

NOTE–
X Field is internal USNS data.

e. Invalid input format.

EXAMPLE–
GG KDRIYFYX
252321 KDZZNAXX
!SVC INVALID SPACE BEFORE ACCOUNTABILITY

f. Unclear times.

EXAMPLE–
GG KCOUYFYX
081822 KDZZNAXX
!UNCLEAR DURATION OR EFFECTIVE TIME MCI
MCI NAV VOR OUT OF SERVICE
1301251330-1301251500EST

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

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

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

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

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

Chapter 5. NOTAM Criteria

Section 1. Movement Area NOTAMs

5–1–1. ORIGINATORS OF AERODROME NOTAMs

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

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

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

5–1–2. HANDLING REPORTED AERODROME CONDITIONS

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

NOTE–
This includes data received from airport inspectors.

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

EXAMPLE–
!CRW CRW RWY 15/33 UNSAFE BREAKS IN ASPH SE END 1304030730-130701500EST

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

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

REFERENCE–
14 CFR Part 139

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

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

5–1–3. MOVEMENT AREA INFORMATION

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

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

1. Aerodrome conditions.

EXAMPLES–
!ANB A09 AD AIRPORT CLSD 1310122330-1310131300

!AOO P45 AD AIRPORT CLSD TO TRANSIENT 1310122330-1310131300EST

!CRW CRW RWY 15/33 UNSAFE BREAKS IN ASPH SE END 1304030730-130701500EST

!BET BET AD AIRPORT CLSD EXC SKI 1310122330-1310131300EST

!LOU EKX AD AIRPORT CLSD EXC 1 HR PPR DAILY

SS-SR 1311221500-1312221100

!AOO 29D AD AIRPORT CLSD EXC PPR MON–FRI 0330–1430 1310120330-1310171430

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

!RIU O88 AD HELIPORT CLSD 1310122330-PERM

!DAY O12 AD SEAPLANE BASE CLSD 1309041400–1309041800

!CDB AKA AD AIRPORT OPEN 1309041800-PERM

NOTE–
AKA airport was published as being closed.

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

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

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

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

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

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

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

TBL 5–1–1
Movement Area - Surface

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

TBL 5–1–2
Movement Area - Lighting

LGTD	lighted
NOT LGTD	unlighted

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

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

3. Closure of a movement area or portion thereof.

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

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

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

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

!EKX EKX TWY ALL CLSD 1309041800-1309062200EST

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

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

!BNA BNA RWY 36 CLSD 1309131300–1309132000EST

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

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

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

EXAMPLES–
!TYS TYS TWY C CLSD 1309041800-PERM
!ICT MEJ RWY 17/35 CLSD 1310122330-PERM

4. Operational limitations on the use of any portion of a runway, a taxiway, a ramp, an apron or a waterway. Weight bearing capacity of a runway can be changed only by authorization of the Manager, Airports Division (appropriate region).

EXAMPLE–
!BNA M54 RWY 18/36 CLSD TO JET ACFT 1309131300–1309132000EST

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

EXAMPLE–
!BIG BIG RWY 9/27 CLSD TO ACFT MORE THAN 13500LB 1309131300–1309132000EST

NOTE–
Runways 9 and 27 are closed to all aircraft weighing more than 13,500 pounds. Do not use class of aircraft when closing runways. Always use aircraft weight.

EXAMPLES–
!ICT 3K7 RWY 17/35 CLSD TO ACFT 4000LB OR MORE 1311211450-1311211700EST

!CMH CMH RWY 10R/28L CLSD EXC ACFT 12000LB OR MORE 10 MIN PPR DAILY 1330-2200 13112111330-1311212200EST

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

!CLE CLE RWY 16/34 CLSD TO ACFT WINGSPAN MORE THAN 70FT AND TO ACFT TAIL HEIGHT MORE THAN 49FT 1309131300–1309132000EST!ICT MEJ RWY 17/35 CLSD 1310122330-PERM

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

EXAMPLES–
!CLT CLT RWY 5 CLSD TO LDG ACFT 1306110300 – 206112100EST

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

!DAY I17 RWY 8/26 CLSD TO TGL 1309131300–1309132000EST

5. Changes to usable runway length and declared distances.

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

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

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

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

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

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

NOTE–
A temporary structure becomes a controlling obstacle to the approach of Runway 28 and departure of Runway 10 resulting in the Runway 28 threshold being displaced 1500 feet resulting in changes to declared distances to Runways 10 and 28.

EXAMPLE–
!CLT CLT RWY 5/23 NE 500FT CLSD. DECLARED DISTANCES: RWY 5 TORA 7002 TODA 7002 ASDA 7002 LDA 7002 RWY 23 TORA 7002 TODA 7002 ASDA 7002 LDA 7002. 1306110300–1306112100EST

NOTE–
Construction on Runway 5 requires 500 feet to be closed to protect a construction area thus changing declared distances to Runways 5 and 23.

EXAMPLE–
!MEM MEM RWY 9/27 WEST 500FT CLSD FOR TKOF. DECLARED DISTANCES: RWY 9 TORA 8446 TODA 8446 ASDA 8446 LDA 8446 RWY 27 TORA 8946 TODA

8946 ASDA 8246 LDA 8246.
1306110300–1306112100EST

NOTE–
The west 500 feet of Memphis' Runway 9 is closed. Aircraft will enter the runway and depart Runway 9 from an intersecting taxiway. Because the NOTAM uses both runways as the runway designator, if any declared distance has changed, all declared distances for both runways must be included in the NOTAM.

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

EXAMPLE–
!CLT CLT RWY 5/23 DECLARED DISTANCES: RWY 5 TORA 7502 TODA 7502 ASDA 7202 LDA 7202. RWY 23 TORA 7502 TODA 7502 ASDA 7202 LDA 7202.
1307140300–PERM

NOTE–
A temporary or permanent situation at an airport with non-standard Runway Safety Areas or Object Free Area leads to defining declared distances.

EXAMPLE–
!JAX JAX RWY 8/26 DECLARED DISTANCES: RWY 8 TORA 10000 TODA 10500 ASDA 10000 LDA 10000RWY 26 TORA 10000 TODA 10000 ASDA 10400 LDA 11000. 1306110300–PERM

NOTE–
A NOTAM is required to correct an error in the Airport Facility Digest (AFD) until the next AFD publication date.

EXAMPLE–
!JAX JAX RWY 8/26 NOW 10000FT X 150FT . DECLARED DISTANCES: RWY 8 TORA 9000 TODA 9500 ADSA 9000 LDA 9000. RWY 26 TORA 9000 TODA 9000 ASDA 9400 LDA 10000.
1306110300–PERM

6. Change of runway identification.

EXAMPLE–
!PRC SJN RWY 13/31 CHANGED TO RWY 14/32
1308151200-PERM

7. Change of traffic pattern.

EXAMPLE–
!PRC PRC RWY 3L RIGHT PATTERN DAILY 1300-1800 1309151300-1309201800

8. Runway Visual Range (RVR). When originating a NOTAM on RVR, RVR touchdown (RVRT), RVR midpoint (RVRM), and RVR rollout (RVRR), the originator may specify the runway pair designators, if applicable, only when the entire RVR system is out of service.

EXAMPLES–
!BWI BWI RWY 10/28 RVR OUT OF SERVICE 1310090815-1310151500

!BWI BWI RWY 10 RVR OUT OF SERVICE 1310090815-1310151500

9. Surface Markings and Signage.

(a) Exclamation point (!).

(b) Accountability.

(c) Airport designator.

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

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

(f) Geographical Relationship of surface from relevant intersection/point of reference, (NORTH OF, EAST OF), if needed.

(g) Name of sign/surface marking.

(h) Sign/surface marking location from users' perspective (LEFT/RIGHT SIDE), as needed.

(i) Condition. For example, NOT STD, NOT LGTD, OBSC.

(j) Remarks (optional).

(k) Schedule, if needed.

(l) Effective time/expiration time.

EXAMPLES–
!IAD IAD TWY U7 HOLDING POSITION SIGN FOR RWY 1L/19R NOT LGTD 1305112300-1305131200EST

!MBS MBS TWY ALL SURFACE PAINTED HOLDING POSITION SIGNS NOT STD DUE TO REPAINTING 1309271200-1309302300EST

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

EXAMPLES–
!MLT MLT RWY 16/34 UNMARKED

1311121450-1401051800EST

!MDW MDW RWY 31C ENGINEERED MATERIAL ARRESTING SYSTEM NOT STD
1305141320-1305202200EST
!MDW MDW RWY 31C ENGINEERED MATERIAL ARRESTING SYSTEM OUT OF SERVICE
1309151335-1309301200EST

!ILI ILI AD CARIBOU NEAR MVMT AREAS
1309251300-1309262200EST

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

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

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

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

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

5–1–4. REPORTING FIELD CONDITIONS

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

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

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

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

c. Reporting surface conditions.

1. Coverage. Do not express the condition in terms of percentage of coverage. Use the word "PATCHY" to describe a contaminant that covers 25 percent or less of the reported portion of the surface.

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

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

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

d. Reporting contaminant depths.

1. Use the word "THIN" for reporting contaminant depths of less than ⅛ inch.

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

TBL 5–1–3
Reportable Depth Measurements

Use value "1/8IN" to report ⅛ inch
Use value "1/4IN" to report > ⅛ inch to and including ¼ inch
Use value "1/2IN" to report > ¼ inch to and including ½ inch
Use value "3/4IN" to report > ½ inch to and including ¾ inch
Use value "1IN" to report > ¾ inch to and including 1 inch

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

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

(c) The runway contaminants for which depth is mandatory when reporting runway surface conditions are specified in TBL 5–1–4. The contaminant depth is optional for taxiway and apron/ramp conditions.

e. Reporting the contaminants.

1. Only the contaminants marked with an "*" are to be accompanied by a depth. When reporting a

runway condition, a depth is mandatory with those contaminants marked by an asterisk, "*", in TBL 5−1−4.

TBL 5−1−4
Reportable Contaminants

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

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

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

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

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

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

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

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

8. Use the word "REMAINDER" to provide additional information about the surface condition. For example, the runway surface conditions vary significantly on one end of the runway or a runway has been treated, resulting in differing field conditions on the untreated parts of the surface.

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

g. CONDITIONS NOT MONITORED. When the field conditions will not be monitored, follow the most recent observation with the words "CONDITIONS NOT MONITORED (date/time) (date/time)." The time parameters specified must fall within the effective/expiration times.

h. Effective time/expiration time. FICON NOTAMs are considered temporary, therefore an estimated expiration time for FICON NOTAMs must not exceed24 hours from the effective time, except:

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

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

3. When the FICON is "PILOT REPORTED," the expiration time must not exceed 12 hours. Unless the NOTAM is canceled, the NOTAM will auto-expire, therefore "EST" is not permitted. The "PILOT REPORTED FICON" NOTAM must not cancel or otherwise affect a NOTAM advertising "CONDITIONS NOT MONITORED."

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

1. Snow and ice.

EXAMPLE−
!FOE FOE RWY 13/31 FICON WET ICE OBSERVED

AT 1301040230 CONDITIONS NOT MONITORED 1301040300-1301041045. 1301040253-1301041115EST

NOTE–
The field conditions are not monitored from 0300UTC-1045UTC. The airport operator expects to have a new NOTAM submitted by 1115UTC.

EXAMPLE–
!FOE FOE RWY 13/31 PILOT REPORTED FICON 1/2IN WET SN OVER ICE OBSERVED AT 1301040738. 1301040745-1301041115

NOTE–
A pilot has reported a field condition that was observed at 0738UTC during a period when a NOTAM was in effect stating "CONDITIONS NOT MONITORED." The NOTAM originator entered the PILOT REPORTED FICON NOTAM into the NOTAM system at 0745UTC and established an expiration time that matches the expiration time of the NOTAM advertising CONDITIONS NOT MONITORED. The originator must not establish an expiration time that exceeds 12 hours.

EXAMPLE–
!MIV MIV RWY 10/28 FICON 1/4IN DRY SN OVER ICE OBSERVED AT 1312201200. 1312201202-1312201600EST

NOTE–
Millville Runway 10/28 has ¼ inch of dry snow over ice. The depth of the ice layer is not reported. The conditions were observed at 1312201200.

EXAMPLE–
!MOT MOT TWY C, C1, C6, D BTN RWY 13/31 AND TWY C FICON 1/2IN DRY SN OVER ICE OBSERVED AT 1312202200. 1312202203-1312210000EST

NOTE–
Minot Airport has reported a number of taxiways to have ½ inch of dry snow over ice. The depth of the dry snow has been reported, however the depth of the contaminant is not required when reporting the conditions of taxiways or aprons/ramps. In this example, the depth of the dry snow is not required.

2. Plowed/swept.

EXAMPLE–
!OQU OQU RWY 16/34 FICON SWEPT ICE SANDED OBSERVED AT 1311132112. 1311132115-1311140600EST

NOTE–
Quonset State's runway 16/34 has been swept. It is ice covered and has been sanded.

EXAMPLE–
!OQU OQU RWY 16/34 FICON PLOWED 100FT WIDE DRY REMAINDER 1/2IN WET SN OVER ICE OBSERVED AT 1311132112. 1311132115-1311140600EST

NOTE–
Quonset State's runway 16/34 is wider than 100 feet and the area inside the center 100 feet has been plowed and is free of contaminants. The remainder of the runway is covered with ½ inch of wet snow over ice.

EXAMPLE–
!FAI INR RWY 16/34 FICON PLOWED 50FT WIDE 4IN WET SN REMAINDER 18IN WET SN OBSERVED AT 1311132300. 1311132300-1311141200EST

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

EXAMPLE–
!OQU OQU RWY 16/34 FICON PLOWED 100FT WIDE WET REMAINDER 1/2IN WET SN OVER ICE OBSERVED AT 1311132112. 1311132115-1311140500EST

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

EXAMPLE–
!FAI FAI RWY 1/19 NORTH 2700FT FICON SWEPT 75FT WIDE PATCHY THIN COMPACTED SN REMAINDER 8IN DRY SN OBSERVED AT 1310131530. 1310131530-1310131930EST

NOTE–
Fairbanks' Runway 1/19 is wider than 75 feet. A portion of the runway 2700 feet in length and 75 feet wide has been swept. The swept area has thin compacted snow while the remainder of the runway has 8 inches of dry snow.

EXAMPLE–
!MOT MOT TWY ALL FICON PLOWED 50FT WIDE DRY REMAINDER DRY SN OBSERVED AT 1312202200. 1312202200-1312210900EST

NOTE–
Minot Airport taxiways were plowed 50 feet wide and are dry The part that has not been plowed has dry snow. The depth of the dry snow is not required for conditions on taxiways.

EXAMPLE–
!OQU OQU RWY 16/34 FICON PLOWED 75FT WIDE COMPACTED SN REMAINDER 1/2IN WATER OVER COMPACTED SN OBSERVED AT 1311132112. 1311132120-1311141000EST

NOTE–
Quonset State Airport's Runway 16/34 has been plowed 75 feet wide. The plowed portion is covered by compacted snow The area that has not been plowed has ½ inch water

over compacted snow. The depth is not reported for compacted snow.

3. Snowbanks.

EXAMPLE–
!OQU OQU RWY 16/34 FICON COMPACTED SN 12IN SNOWBANKS OBSERVED AT 1311132112. 1311132120-1311141000EST

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

EXAMPLE–
!BTV BTV RWY 15/33 FICON PLOWED 100FT WIDE COMPACTED SN 24IN BERM OBSERVED AT 1310091411. 1310091415-1310092200EST

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

EXAMPLE–
!BGR BGR TWY ALL FICON WET 4FT SNOWBANK OBSERVED AT 1312121149. 1312121200-1312130000EST

NOTE–
Bangor International Airport reports all taxiways as being wet with snowbanks reaching 4 feet in depth.

4. Ice.

EXAMPLE–
!MKC MKC RWY 1/19 NORTH 2000FT FICON ICE REMAINDER 1IN SLUSH OBSERVED AT 1302241100. 13022241107-1302241700EST

NOTE–
The north 2000 feet of Kansas City Downtown Airport's runway 1/19 is covered with ice. The remainder has 1 inch of slush.

EXAMPLE–
!MEM MEM APRON FEDEX FEEDER RAMP WEST 700FT FICON ICE OBSERVED AT 1311220815. 1311220818-1311221200EST

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

EXAMPLE–
!ENA BGQ RWY 7/25 WEST 1200FT FICON PATCHY ICE REMAINDER WET OBSERVED AT 130131910. 130131919-1302010400EST

NOTE–
The west 1200 feet of runways 7/25 are covered by patchy ice. The remainder of runways 7/25 has visible moisture, described as "WET."

EXAMPLE–
!ENA BGQ RWY 7/25 FICON PLOWED 50FT WIDE 1/2IN WET SN OVER ICE REMAINDER 2IN WET SN OVER COMPACTED SN OBSERVED AT 1301311910. 130131915-1302010400EST

NOTE–
The full length of Big Lake airport runways 7/25 have been plowed 50 feet wide. The plowed portion has ½ inch of wet snow over ice while the remainder of the runway has 2 inches of wet snow over compacted snow. Contaminant depths are not reported for ice or compacted snow.

EXAMPLE–
!CLE CLE RWY 10/28 FICON 1/2IN WATER OVER ICE OBSERVED AT 1310241700. 1310241707-1310250100EST

NOTE–
Cleveland's runway10/28 has up to ⅜ inch of water over ice observed on the runway. Contaminant depths exceeding ¼ inch to and including ½ inch are reported as ½ inch.

5. Wet.

EXAMPLE–
!CLE CLE RWY 10/28 FICON WET OBSERVED AT 1311231400. 1311231400- 1311241400EST

NOTE–
Cleveland's runway 10/28 has visible moisture but less than ⅛ inch of water.

6. Frost.

EXAMPLE–
!JNU JNU TWY ALL FICON FROST OBSERVED AT 1309132315. 1309132315-1309140400EST

NOTE–
Frost is observed on all taxiways at Juneau Airport.

7. Snow.

EXAMPLE–
!ENA 5HO RWY 16/34 FICON PATCHY COMPACTED SN OBSERVED AT 1309131520. 1309131527-1309141527EST

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

EXAMPLE–
!ENA CLP RWY 8/26 FICON THIN WET SN OBSERVED AT 1312132300. 1312132310-1312142300EST

NOTE–
Clarks Point's runway 8/26 is covered by less than ⅛ inch of wet snow.

EXAMPLE–
!ANI ANI RWY 10/28 FICON 2IN DRY SN OVER COMPACTED SN OBSERVED AT 1311132000. 1311132004-1311132200EST

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

EXAMPLE–
!MEM MEM APRON FEDEX FEEDER RAMP FICON DRY SN OBSERVED AT 1312292345. 1312292348-1312300200EST

NOTE–
The FedEx Feeder ramp at Memphis International Airport is covered by dry snow. The depth of the contaminant on an apron/ramp is not required.

EXAMPLE–
!BNA BNA APRON AIR CARGO APRON EAST 500FT FICON PLOWED 1IN WET SN OBSERVED AT 1312202000. 1312202003-1312210400EST

NOTE–
The east 500 feet of Nashville Airport's Air Cargo apron has been plowed. An inch of wet snow has accumulated since being plowed.

8. Slush.

EXAMPLE–
!TYS TYS TWY ALL EXC TWY G FICON SLUSH OBSERVED AT 1312231220. 1312231220-1312231400EST

NOTE–
All of the taxiways at the McGhee Tyson Airport, except taxiway G, are covered by slush. The depth off the contaminant is not required when reporting the conditions of taxiways or aprons/ramps. In this example, the depth is not required.

9. Drift.

EXAMPLE–
!SFF SFF RWY 3R/21L FICON 4IN DRY SN 9IN DRIFT OBSERVED AT 1311071900. 1311071906-1311080001EST

NOTE–
Spokane's Felt Field's Runway 3R/21L is covered with 4 inches of dry snow and 9 inch snow drifts.

EXAMPLE–
!AVP AVP RWY 4/22 FICON DRY 5IN DRIFT OBSERVED AT 1312201600. 1312201609-1312210400EST

NOTE–
The Wilkes Barre/Scranton International Airport's Runway 4/22 is contaminant free, however there are 5 inch snow drifts on the surface.

10. Sanded.

EXAMPLE–
!MGW MGW RWY 18/36 FICON ICE SANDED OBSERVED AT 1311021254. 1311021300-13111031300EST

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

EXAMPLE–
!YAK YAK RWY 11/29 FICON THIN DRY SN OVER ICE SANDED 80FT WIDE OBSERVED AT 1312061524. 1312061530-1312062000EST

NOTE–
Yakutat Airport's Runway 11/29 is covered with less than ⅛ inch dry snow over ice and has been sanded 80 feet wide. The depth of dry snow is reported, however the depth of ice is not reportable.

11. Deiced.

EXAMPLE–
!IAD IAD RWY 12/30 FICON WET DEICED LIQUID OBSERVED AT 1312172057. 1312172100-1312180800EST

NOTE–
Dulles International Airport's Runway 12/30 is wet and has been treated with a liquid deicing chemical.

EXAMPLE–
!IAD IAD RWY 12/30 FICON DRY DEICED SOLID 100FT WIDE REMAINDER ICE OBSERVED AT 1312172058. 1312172100-1312180800EST

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

12. Miscellaneous (ruts, soft edge, mud, ash, rubber).

EXAMPLE–
!TAL TAL RWY 6/24 FICON 6IN COMPACTED SN 3IN RUTS W 1000FT OBSERVED AT 1312051352. 1312051400-1312061400EST

NOTE–
Ralph Calhoun Memorial Airport's Runway 6/24 is covered with compacted snow. Airport activity has created 3 inch ruts in the west 1000 feet of the runway. The depth of the compacted snow is not reportable.

EXAMPLE–
!TAL TAL RWY 6/24 FICON WET SOFT EDGES

OBSERVED AT 1311051615.
1311051622-1311061600EST

NOTE–
Ralph Calhoun Memorial Airport's Runway 6/24is wet and has soft edges.

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

NOTE–
Kenai Municipal Airport's Runway 1R/19L north 700 feet is covered with 2 inches of mud.

EXAMPLE–
!ENA ENA RWY 1L/19R FICON THIN ASH OBSERVED AT 1309132210. 1309132213-13309141200EST

NOTE–
Kenai Municipal Airport's Runway 1L/19R is covered with less than ⅛ inch volcanic ash.

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

NOTE–
The north 800 feet of Kansas City Downtown Airport's Runway 1/19 is covered by rubber. The depth of rubber is not reportable. Although the rubber is observed only at the approach end of Runway 1, FICON NOTAMs are reported using both runway designators.

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

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

2. Do not combine runways into a single NOTAM.

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

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

EXAMPLES–
!DCA DCA RWY 18 FICON RFT MU 40/30/40 OBSERVED AT 1312211100.
1312111105-1312111500EST

!RIC RIC RWY 36 FICON TAP MU 20/20/20 OBSERVED AT 1309011200.
1309011213-1309011400EST

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

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

6. Use the following abbreviations (not all encompassing) to indicate the type of friction measuring device used.

TBL 5–1–5
Friction Measuring Devices

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

7. Braking action is reported as fair, poor, or nil, as received from airport management. Classify according to the most critical term used.

EXAMPLES–
!ANC Z15 RWY 1/19 FICON BA NIL OBSERVED AT 1309041300. 1309041303-1309041500EST

!AKN AKN RWY 18/36 FICON BA POOR OBSERVED AT 1308051400. 1308051400-1308051600EST

!ANC ANC RWY 1/19 FICON BA FAIR OBSERVED AT 1310061500. 1310061500-3210061800EST

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

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

3. *Combining airport management and PIREP information is appropriate only with airport management authorization.*

5–1–5. AERODROME FACILITIES

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

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

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

NOTE–
The ARFF Index for each certificated airport is published in the A/FD, which lists indices and ARFF equipment requirements.

2. At certificated airports listed in the A/FD, the certificate holder (airport management) is required to notify air carriers by NOTAM when required ARFF equipment is inoperative/unavailable and replacement equipment is not available immediately. If the required Index level of capability is not restored within 48 hours, airport management is required to limit air carrier operations.

REFERENCE–
Title 14 CFR Part 139

EXAMPLES–
!FTW FTW AD ARFF VEHICLE OUT OF SERVICE INDEX UNCHANGED 1310242100-1310262100EST

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

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

EXAMPLE–
!FTW FTW AD ARFF NOW INDEX A 1309072300-1309092300EST

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

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

EXAMPLES–
!STS STS AD ARFF NOT AVBL 1310021200-1310121200EST

!STS STS AD AIRPORT CLSD TO AIR CARRIER MORE THAN 30 PAX 1310021200-1310121200EST

b. Fuel services.

EXAMPLES–
!CXO ARM AD FUEL 100LL NOT AVBL 1311011200-1311041800EST

!CLE CLE AD MOBILE JET A FUEL NOT AVBL 1311041600-1311151800EST

!LAX LAX AD HYDRANT FUEL NOT AVBL 1312011200-1312312359

c. MU-Friction Measuring Device.

EXAMPLE–
!MSP MSP AD FRICTION MEASURING DEVICE OUT OF SERVICE 1309141000-1309211000EST

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

EXAMPLE–
!BDL BDL AD CUSTOMS PROCESSING DELAYED DUE TO CAPACITY, INTERNATIONAL CARRIERS MAY EXPERIENCE SIGNIFICANT DELAYS IN CLEARING CUSTOMS, CONTACT AIRPORT MANAGEMENT AT XXX-XXX-XXXX 1310021200-1310121200EST

e. Aerodrome beacon (ABN). If either of the lights is out of service, the whole system is down.

EXAMPLE–
!SPA SPA AD ABN OUT OF SERVICE 1310021200-1310121200EST

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

EXAMPLES–
!ACY ACY AD WDI NOT LGTD
1308151200-1308152000

!SGF SGF AD WINDCONE NOT LGTD
1310051430-1310101200

!ACY ACY AD WDI FOR RWY 4 NOT LGTD
1311221500-1311251200

!MCI MCI AD WDI NOT AVBL
1309070700-1309101500

!BKL BKL AD WIND SOCK NOT AVBL
1303010600-1303071200EST

!DEN DEN AD WDI LEFT SIDE RWY 17L OUT OF SERVICE 1303010600-1303071200

5–1–6. WORK IN PROGRESS

Any NOTAM associated with work in progress on or adjacent to a runway, taxiway, apron/ramp, or aerodrome must be formatted as follows:

a. Exclamation point (!).

b. Accountability.

c. Airport designator.

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

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

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

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

g. Condition or activity; "WORK IN PROGRESS."

NOTE–
Any NOTAM associated with snow/ice removal must be described as "WORK IN PROGRESS (reason);" for example, SNOW REMOVAL, ICE REMOVAL. Airport operators must ensure this NOTAM remains active only when actual snow and ice removal operations are taking place.

h. Reason (optional). The work area may be described in plain language text after the reason by specifying the area by cardinal direction in relationship to the work area, by an intersection, or distance from an intersection.

i. Remarks, if needed.

j. Schedule, if needed; for example, "DAILY 1200-1800."

k. Effective time/expiration time.

EXAMPLES–
!IAD IAD RWY 1L/19R WORK IN PROGRESS RESURFACING 1309070700-1309101500

!SBY SBY TWY E BTN RWY 5/23 AND TWY A WORK IN PROGRESS TRENCHING 1309070700-1309101500

!SBY SBY TWY E BTN RWY 5/23 AND TWY A WORK IN PROGRESS TRENCHING SOUTH SIDE 1309070700-1309101500

!MEM MEM APRON FEDEX FEEDER RAMP WORK IN PROGRESS RESURFACING WEST HALF 1309070700-1309101500

!CHO CHO RWY 21 WORK IN PROGRESS RWY LGT REPLACEMENT NORTHEAST TWY E 1309070700-1309101500

!IAD IAD RWY 1L/19R WORK IN PROGRESS MOWING ADJ NE 500FT 1309070700-1309101500

!IAD IAD RWY 1L/19R WORK IN PROGRESS MAINTENANCE VEHICLES EAST SIDE OF RWY 1309070700-1309101500

!MEM MEM APRON FEDEX FEEDER RAMP WORK IN PROGRESS RESURFACING WEST HALF 1309070700-1309101500

!ICT ICT AD ALL SURFACES WORK IN PROGRESS SNOW REMOVAL 1312070700-1312101500EST

!MCI MCI RWY 1L/19R WORK IN PROGRESS SNOW REMOVAL 1312070700-1312101500

!DSM DSM TWY D4, D5, D6, TWY B BTN RWY 13/31 AND TWY D, TWY D WEST OF RWY 5/23 WORK IN PROGRESS SNOW REMOVAL 1312070700-1312101500

!FAI FAI APRON EAST RAMP WORK IN PROGRESS

SNOW REMOVAL EAST HALF
1312070700-1312101500EST

Section 2. Lighting Aid and Obstruction NOTAMs

5–2–1. LIGHTING AIDS

Originate NOTAMs on lighting aids for public-use civil landing areas listed in the A/FD. NOTAMS regarding lighting aids are originated as follows:

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

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

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

EXAMPLES–
!ANB EUF RWY 36 ALS DECOMMISSIONED 1306011300-PERM

!ANB EUF RWY 18 ALS OUT OF SERVICE 1310112300-1310131200EST

!CLE CLE RWY 6L ALS OUT OF SERVICE EXC SSALR 1307112300-1307131200EST

b. Lead off /lead on lights.

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

EXAMPLES–
!IAD IAD RWY 1C LEAD OFF LGT FOR TWY Y4 OUT OF SERVICE 1309112300-1309131200EST

!IAD IAD RWY 1C LEAD ON LGT FOR TWY Y9 OBSC 1305112300-1305131200EST

c. Runway status light system.

EXAMPLE–
!MCO MCO RWY 18L RUNWAY STATUS LGT SYSTEM OUT OF SERVICE 1300111200-1303311830EST

1. Runway entrance lights.

EXAMPLES–
!PHL PHL TWY ALL RUNWAY ENTRANCE LGT FOR RWY 9L SOUTH SIDE OUT OF SERVICE 1302011200-1302031500EST

!PHL PHL TWY K5, K6, T RUNWAY ENTRANCE LGT FOR RWY 9L OUT OF SERVICE 1311232300-1315251200EST

2. Take-off hold lights.

EXAMPLE–
!BWI BWI RWY 28 TKOF HOLD LGT OUT OF SERVICE 1311232300-1315251200EST

d. Sequence flashing lights/runway alignment indicator lights.

EXAMPLES–
!ANB EUF RWY 18 SEQUENCED FLASHING LGT OBSC 1305112300-1305131200EST

!ANB EUF RWY 18 RAI LGT OUT OF SERVICE 1305112300-1305131200EST

e. Visual approach lighting.

1. Visual approach slope indicator (VASI).

EXAMPLES–
!SBY SBY RWY 5 VASI OUT OF SERVICE 1309111200-1309131200EST

!RIC RIC RWY 22 VASI LEFT SIDE OUT OF SERVICE 1305112300-1305131200EST

!BTL BTL RWY 13 VASI UNUSABLE 5 DEG LEFT OF COURSE 1311041400-1312301930

2. Precision approach path indicator (PAPI).

EXAMPLE–
!IAD IAD RWY 1L PAPI OUT OF SERVICE 1311031200-131142200EST

3. Runway end identifier lights.

EXAMPLE–
!DCA DCA RWY 18 RUNWAY END IDENTIFIER LGT OUT OF SERVICE 1305112300-1305131200EST

4. Threshold lights (THR LGT).

EXAMPLES–
!SAV SAV RWY 27 THR LGT OUT OF SERVICE 1305112300-1305131200EST

f. Runway edge lights (EDGE LGT).

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

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

EXAMPLE–
!BNA BNA RWY 13/31 EDGE LGT OUT OF SERVICE 1305112300-1305131200EST

3. Runway lights obscured due to snow and ice.

EXAMPLE–
!BTV BTV RWY 15/33 EDGE LGT OBSC 1310131300–1310141300EST

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

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

g. Runway centerline light (RCLL).

EXAMPLE–
!ATL ATL RWY 8R/26L RCLL OUT OF SERVICE 1305112300-1305131200EST

h. Touchdown zone lights (TDZ LGT).

EXAMPLE–
!ATL ATL RWY 8R TDZ LGT OUT OF SERVICE 1305112300-1305131200EST

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

EXAMPLE–
!DCA DCA RWY 18 RLLS OUT OF SERVICE 1305112300-1305131200EST

j. Airport lighting total power failure.

EXAMPLE–
!SPA SPA AD LGT ALL OUT OF SERVICE 1305112300-1305131200EST

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

EXAMPLES–
!SBY SBY SVC PCL ALL OUT OF SERVICE 1305112300-1305131200EST

!JLN JLN SVC PCL RWY 18/36 EDGE LGT OUT OF SERVICE 1305112300-1305131200EST

!ANB EUF SVC PCL RWY 18 VASI OUT OF SERVICE 1305112300-1305131200EST

!JLN JLN SVC PCL RWY 18 ALS OUT OF SERVICE 1305112300-1305131200EST

!JLN JLN SVC PCL RWY 18/36 OUT OF SERVICE EXC LOW INTST 1305112300-1305131200EST

NOTE–
If the lights are set on continuous as result of the PCL outage, the PCL OUT OF SERVICE NOTAM must be canceled and a new NOTAM originated regarding the condition/status of the affected lighting system.

EXAMPLES–
!BFD 8G5 SVC PCL RWY 14/32 COMMISSIONED FREQ 122.7 DAILY 0200-1100 1305110200-1305131100EST

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

NOTE–
PCL frequency need not be an ATC frequency.

l. Taxiway lighting.

1. Taxiway edge lights.

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

2. Runway lights obscured due to snow and ice.

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

3. Runway guard lights.

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

4. Stop bar lights.

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

5. Taxiway lights obscured due to snow and ice.

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

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

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

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

5–2–2. TOWER LIGHT OUTAGES

a. The NOTAM text for telecommunication antenna tower light outages must be formatted as follows:

1. Exclamation point (!).

2. Accountability.

3. Location designator.

4. Keyword “OBST.”

5. Specify the attribute “TOWER LGT.”

6. The FCC antenna structure registration (ASR) number in parentheses.

7. Obstruction location by latitude and longitude to the nearest one hundredth of a second.

8. Plain language location in parentheses.

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

(b) When the tower is within 500 feet either side of the centerline of a charted helicopter route (see 14 CFR Section 77.23), or 5SM or more from an airport and more than 200 feet AGL, describe the plain language location by using the bearing, distance, and aerodrome designator of the nearest public-use airport; for example, (12NM SSW SPA).

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

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

NOTE–
Height of tower lights on terrain (hills) are identified as MSL only.

11. Specify the condition "OUT OF SERVICE." A light condition of OUT OF SERVICE refers to a top light or flashing obstruction light regardless of its position.

12. Effective time/expiration time.

(a) When a notice of light outage is received without an expiration time, inform the sponsor that you will be adding 15 days to the current time for the expiration time, at which time the NOTAM will be auto canceled. Advise the sponsor that a NOTAM must be canceled in the event that the return-to-service time is earlier than 15 days.

(b) When a tower light outage NOTAM is auto canceled after 15 days, the canceled NOTAM, including the tower's ASR number will be forwarded to the appropriate FCC field office.

NOTE–
Appendix C lists FCC Field Office FAX numbers.

EXAMPLES–
!GSP GSP OBST TOWER LGT (ASR 1234567)
345313.12N0815744.34W (3NM SSW SPA) 1528FT
(564FT AGL) OUT OF SERVICE
1310291200-1311131200

!PWK PWK OBST TOWER LGT (ASR 1234567)
420651.07N087546.27W (12NM N PWK) 1049FT
(330FT AGL) OUT OF SERVICE
1309151600-1309301600

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

5–2–3. OBSTRUCTIONS

a. Obstructions include cranes, stacks, wind turbines, non-FCC towers, powerlines, etc. Any failure or malfunction which affects a top light or flashing obstruction light regardless of its position is a condition for a NOTAM.

b. The NOTAM text for obstructions must be formatted as follows:

1. Exclamation point (!).

2. Accountability.

3. Location designator.

4. Keyword "OBST."

5. Specify the attribute; for example, "CRANE," "STACK," "AIRCRAFT TAIL," "BUILDINGS," etc.

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

7. Plain language location in parentheses.

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

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

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

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

10. Specify the condition; for example, "NOT LGTD," "LGTD," "FLAGGED."

11. Effective time/expiration time.

EXAMPLES–
!RDU N52 OBST CRANE 345140N0804506W (1.44NM SW N52) 580FT (195FT AGL) NOT LGTD 1311292300-1311302300

!BGR 60B OBST WIND TURBINE 452315N0701346W (18.4NM SW 60B) 2820FT (410FT AGL) NOT LGTD 1311302330-13121752359EST

!ZOB ZOB OBST WIND TURBINE FARM WITHIN AREA DEFINED AS 4NM RADIUS OF 452315N0701346W 2820FT (410FT AGL) NOT LGTD 1311302330-13121752359

5–2–4. MOORED BALLOONS AND KITES

Upon receipt of a waiver to 14 CFR Part 101, but not more than 3 days prior to the event, issue a NOTAM containing the following information in the following order:

a. Exclamation point (!).

b. Accountability.

c. Location designator.

d. Keyword "OBST."

e. The type of obstruction; for example "MOORED BALLOON," "KITE."

f. Description of area impacted; for example, a nautical mile radius of a NAVAID, fix/radial/distance, or latitude and longitude to the nearest second.

g. Plain language location in parentheses.

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

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

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

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

j. Specify the condition, if needed; for example, "LGTD," "FLAGGED."

k. Schedule, if needed; for example, DAILY 1200-1800 or DAILY SR-SS.

l. Effective time/expiration time.

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

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

!ABQ ABQ OBST KITE WITHIN AREA DEFINED AS 1NM RADIUS OF ABQ020002 5860FT (505FT AGL) DAILY SR-SS 1310011900–1310112100EST

Section 3. NAVAID NOTAMs

5–3–1. GENERAL

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

5–3–2. REPORTING NAVAID MALFUNCTIONS

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

5–3–3. UNPROGRAMMED EXTENDED SHUTDOWNS

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

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

5–3–4. NAVAID MAINTENANCE SHUTDOWNS

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

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

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

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

5–3–5. UNMONITORED NAVAIDs

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

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

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

EXAMPLE–
DCA LDN NAV VOR UNMONITORED

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

5–3–6. INSTRUMENT LANDING SYSTEM STATUS

a. Category 2 and/or 3 approaches are automatically canceled or not authorized when a NOTAM has been issued for any fundamental component needed for the approaches. Those components are the glidepath, localizer, approach lighting system, and the runway edge lights.

b. Category 2 and/or 3 approaches may not be authorized due to the failure of additional equipment, such as the outer marker inner marker, locator at the outer marker, distance measuring equipment, sequence flashing lights/runway alignment indicator lights, touchdown zone lights, runway centerline lights, RVR touchdown, RVR midpoint, and RVR rollout. The determination of impact to higher category ILS operations will be made by the Technical Operations Control Center specialist in accordance with the guidance contained in FAA Order 6750.24, and a separate NOTAM request for loss of ILS category will be made if the equipment failures warrant this action.

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

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

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

5–3–7. NAVAID CONDITIONS

a. Originate a NOTAM D for commissioning, decommissioning, outages, or unmonitored status of NAVAIDs that are part of the NAS. The NOTAM must be canceled by the originator.

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

EXAMPLES–
!SAV SAV NAV VOR RADIALS 010-030 BEYOND 35NM SFC-2000FT UNUSABLE 1311251600-1311251900EST

!PNC PER NAV VOR RADIALS 045-060 SFC- 2000FT UNUSABLE 1311011200-1311011600EST

!FMN RSK NAV VOR RADIALS 090-180 BEYOND 25NM SFC-5000FT, AND RADIALS 270-300 BEYOND 25NM SFC-5000FT, AND RADIALS 300-360 BEYOND 35NM SFC-4000FT UNUSABLE 1311011200-1311011600EST

c. Instrument Landing Systems (ILS).

1. Distinguish components of an ILS from nonprecision approach NAVAIDs by preceding the component with "ILS" followed by "RWY" and the runway number (including single ILS airports).

EXAMPLES–
!SHV SHV NAV ILS RWY 32 110.3 COMMISSIONED 1311251600-PERM

!SUS SUS NAV ILS RWY 8R SNOOP LOM OUT OF SERVICE 1311011200-1311011600EST

!SHV SHV NAV ILS RWY 5 DECOMMISSIONED 1311251600-PERM

!DCA DCA NAV ILS RWY 18 DME OUT OF SERVICE 1311011200-1311011600EST

!DTW DTW NAV ILS RWY 30 LOC RETURN TO SERVICE 1311251600-1311251900EST

!CDR CDR NAV ILS RWY 2 FAN MKR OUT OF SERVICE 1311011200-1311011600EST

!ANB EUF NAV ILS RWY 18 GP SFC-768FT UNUSABLE 1311251600-1311251900EST

!CDR CDR NAV ILS RWY 2 GP/OM/MM OUT OF SERVICE 1311011200-1311011600EST

!DEN DEN NAV ILS RWY 35L UNREL BROADCASTING HAZARDOUS MISLEADING INFORMATION 1311011200-1311011600

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

2. Snow and ice accumulation in the vicinity of glide slope antennas may affect facility performance to the extent that it is inoperative. When this occurs, Technical Operations personnel at the glide slope location are required to initiate appropriate NOTAM D action. Technical operations personnel must monitor snow conditions to determine when conditions permit use of the glide slope and initiate action to cancel the restricting NOTAM.

EXAMPLE–
!DCA DCA NAV ILS RWY 18 GP OUT OF SERVICE 1301051615-1301052015EST

d. Simplified directional facility.

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

e. Localizer type directional aid (LDA).

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

!EKN EKN NAV LOCALIZER TYPE DIRECTIONAL AID OUT OF SERVICE 1301051615-1301052015EST

NOTE–
The LDA at the airport is out of service.

f. VOR/DME.

EXAMPLES–
!OJC OJC NAV VOR/DME 113.0/CH 77 COMMISSIONED 1304131800-PERM

!OJC OJC NAV VOR/DME DECOMMISSIONED 1312012300-PERM

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

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

!OJC OJC NAV VOR UNREL BROADCASTING HAZARDOUS MISLEADING INFORMATION 1303011200-1303151830EST

g. VORTAC.

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

EXAMPLES–
!GSO GSO NAV VORTAC 116.2/ CH 109 COMMISSIONED 1304131800-PERM

!GSO GSO NAV VORTAC DECOMMISSIONED 1304131800-PERM

!OJC OJC NAV VORTAC OUT OF SERVICE 1304131800-1304301200

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

EXAMPLE–
!GSO GSO NAV VOR OUT OF SERVICE 1304131800-1304301200

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

EXAMPLE–
!GSO GSO NAV TACAN OUT OF SERVICE 1310230100-1310311230EST

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

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

EXAMPLE–
!GSO GSO NAV TACAN AZM OUT OF SERVICE 1310230100-1310311230EST

5. VOT (VOR Test Facility).

EXAMPLE–
!SBY SBY NAV VOT OUT OF SERVICE 1310242000-1310250300EST

6. VOR Receiver Checkpoint.

EXAMPLES–
!MWA MWA NAV VOR AIRBORNE REC CHECKPOINT OUT OF SERVICE 1310242000-1310250300EST

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

!LRD LRD NAV VOR GROUND REC CHECKPOINT FOR TWY A OUT OF SERVICE 1310242000-1310250300

NOTE–
There are two separate Ground Receiver Checkpoints for LRD VOR at (LRD), Laredo, Texas.

h. TVOR.

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

EXAMPLE–
!ILN ILN NAV MXQ VOR OUT OF SERVICE 1310242000-1310250300EST

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

EXAMPLE–
!DAY XUB NAV VOR OUT OF SERVICE 1310242000-1310250300EST

i. NDB or LOM as follows:

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

EXAMPLE–
!DCA DCA NAV GTN NDB OUT OF SERVICE 1310242000-1310250300EST

2. If an NDB serves more than one airport, issue a NOTAM using the identifier of the NDB as the affected facility.

EXAMPLE–
!MIV PNJ NAV NDB OUT OF SERVICE 1309241430-1309241700EST

NOTE–
PNJ serves TEB and CDW.

3. LOM outages.

(a) LOM serving one airport must be issued with the three–letter identifier of the airport as the affected location.

EXAMPLES–
!SBY SBY NAV ILS RWY 32 COLBE LOM OUT OF SERVICE 1309241430-1309241700EST

!SUS SUS NAV ILS RWY 8R SNOOP LOM OUT OF SERVICE 1309241430-1309241700EST

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

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

EXAMPLES–
!MCI MCI NAV ILS RWY 9 HUGGY LOM OUT OF SERVICE 13010241300-1310241700EST

!FLV FLV NAV HUGGY NDB OUT OF SERVICE 1311241300-1311241700EST

NOTE–
In the above examples, Huggy NDB serves as a LOM to runway 9 at Kansas City Intl (MCI). It also serves Fort Leavenworth/Sherman AAF (FLV), Kansas, as an NDB.

j. NAVAID identification change.

EXAMPLE–
!IND IND NAV VORTAC ID CHANGED TO VHP 1301011200-PERM

k. Global Positioning System (GPS).

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

EXAMPLE–
!GPS GPS NAV PSUEDO RANDOM NOISE 16 OUT OF SERVICE 1309231600–1309242300EST

NOTE–
1. *Global positioning system pseudo–random noise (PRN) number 16 is out of service from September 23, 2013, at 1600 until September 24, 2013, at 2300.*

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

EXAMPLES–
GG KDZZNAXX
121413 KDCAYFYX
)SVC RQ DOM LOC=GPS
or
GG KDZZNAXX
121413 KDCAYFYX
)SVC RQ INT LOC=KNMH
or
ORIGIN: PRECEDENCE:GG TIME:
ACK:N
ADDR:KDZZNAXX
TEXT:)SVC RQ INT LOC=KNMH

NOTE–
GPS operations are included in the Aeronautical Information Manual.

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

EXAMPLE–
!GPS ZAB NAV GPS SIGNAL WITHIN A CONE SHAPED AREA DEFINED AS A CIRCLE CENTERED AT 310535N0930350W (AEX 251.4 RADIAL AT 30.5NM) DECREASING IN AREA WITH A DECREASE IN ALTITUDE DEFINED AS:
270NM RADIUS OF 310535N0930350W FL400-UNL,
220NM RADIUS OF 310535N0930350W FL250,
150NM RADIUS OF 310535N0930350W 10000FT,
110NM RADIUS OF 310535N0930350W 4000FT AGL,
50NM RADIUS OF 310535N0930350W 50FT AGL
UNREL DAILY 0600–1200 1311160600–1311191200EST

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

l. Wide Area Augmentation System (WAAS). WAAS area-wide NOTAMs are originated when WAAS assets are out of service and impact the service area. The term "MAY NOT BE AVBL" indicates that due to ionospheric conditions, lateral guidance may still be available when vertical guidance is unavailable. Under certain conditions, both lateral and vertical guidance may be unavailable. USNOF distributes these as FDC NOTAMs when a WAAS asset failure affects a large area, or as

Center NOTAMs if all airports with RNAV approaches within a center's boundary do not have WAAS availability. USNOF utilizes templates provided by Technical Operations, WAAS Operations. All events must reflect an effective time and expiration time.

1. Unscheduled loss of signal or service.

EXAMPLES–
!FDC FDC NAV WAAS NOT AVBL 1311160600–1311191200EST

!FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS 6800N14000W TO 5400N16000W MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY. 1304210800-1304242000EST

2. Ionosphere storm conditions.

EXAMPLES–
!FDC FDC NAV WAAS VNAV/LPV/LP MINIMA MAY NOT BE AVBL 1306111330-1306141930EST

!FDC FDC NAV WAAS VNAV/LPV MINIMA NOT AVBL, WAAS LP MINIMA MAY NOT BE AVBL 1306021200-1306031200EST

3. Scheduled loss of signal or service.

EXAMPLES–
!FDC FDC NAV WAAS NOT AVBL 1312041015-1312082000EST

!FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS 7000N15000W TO 6400N16400W MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY. 1304210800-1304242000EST

m. Ground Based Transceiver (GBT) when used as a published ground based navigation aid; for example, as used for CAPSTONE.

1. When a GBT is out of service and/or expected by Technical Operations personnel to be out of service, issue a NOTAM D.

2. The identifier used for the issuance of NOTAMs must be the three–letter identification where the GBT is located.

3. A GBT service is comprised of Flight Information Service Broadcast (FIS-B) and Traffic Information Service Broadcast (TIS-B). When one of these broadcasts is out of service and/or expected by Technical Operations personnel to be out of service issue a NOTAM D.

EXAMPLES–
!BET BET NAV GROUND BASED TRANSCEIVER OUT OF SERVICE 1312070800-1312101800EST

!ANI ANI NAV GROUND BASED TRANSCEIVER OUT OF SERVICE 1309211600-1309211900EST

n. Ground Based Augmentation System (GBAS). Originate NOTAMs when the GBAS is out of service for maintenance reasons or predicted to be out of service. GBASs are operated by non-federal service providers.

1. Unscheduled loss of signal or service.

EXAMPLES–
!IAH 05/087 IAH NAV GROUND BASED AUGMENTATION SYSTEM OUT OF SERVICE 1309211600-1309211900EST

!EWR EWR NAV GLS RWY 4R, RWY 4L, RWY 11, RWY 22R, RWY 22L OTS 1307182135-1307182200

2. Predicted loss of signal or service.

EXAMPLE–
!IAH IAH NAV GLS NOT AVBL 1302101944-1302102001

NOTE–
When all the GBAS are not available

5–3–8. HOURS OF OPERATION

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

EXAMPLE–
!SBY SBY NAV ILS RWY 32 UNMONITORED DAILY 0200-0900 1310140200-1310160900EST

Section 4. Communications Outlets NOTAMs

5–4–1. GENERAL

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

5–4–2. REPORTING COMMUNICATIONS OUTLET MALFUNCTIONS

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

5–4–3. COMMUNICATION OUTLET CONDITIONS

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

a. Commissioning, decommissioning, outage, or unavailability of communications outlets for the following:

EXAMPLES–
!GSO GSO COM COMMON TRAFFIC ADVISORY FREQUENCY 122.8 COMMISSIONED 1306111330-PERM

!PGD PGD COM LOCAL CTL 118.9, GROUND CTL 121.0 COMMISSIONED 1310031200-PERM

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

EXAMPLE–
!INW INW COM REMOTE COM OUTLET 122.6 OUT OF SERVICE 1307121330-1307151930EST

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

EXAMPLES–
!DCA PSK COM CLEARANCE DELIVERY 121.7 OUT OF SERVICE 1305101330-1305131330EST

!BNA MBT COM GROUND COM OUTLET 135.075 OUT OF SERVICE 1306111330-1306141930EST

!ENA ENA COM LOCAL AIRPORT ADVISORY 121.3 OUT OF SERVICE 1307091530-1307142230EST

NOTE–
Local Airport Advisory frequency out of service.

EXAMPLE–
!DDC DDC COM REMOTE AIRPORT ADVISORY 122.7 NOT AVBL 1307091530-1307142230EST

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

EXAMPLES–
!DCA PSK COM REMOTE COM OUTLET OUT OF SERVICE 1307091530-1307142230EST

!FAI FAI COM FISH REMOTE COM OUTLET 122.2, 121.5, 255.4 OUT OF SERVICE 1310140200-1310160900EST

!IPT IPT COM VOR VOICE OUT OF SERVICE 1310140200-1310160900EST

!DCA OKV COM REMOTE TRANSMITTER/RECEIVER OUT OF SERVICE 1310140200-1310160900EST

!GCK GCK COM REMOTE COM AIR TO GROUND OUT OF SERVICE 1310140200-1310160900EST

b. En Route Flight Advisory Service (EFAS).

1. Outage of communications outlets must be advertised as a separate NOTAM for each outlet.

EXAMPLES–
!CRW CRW COM EN ROUTE FLIGHT ADVISORY SERVICE OUTLET 122.0 OUT OF SERVICE 1310140200-1310160900EST

!BGR BGR COM EN ROUTE FLIGHT ADVISORY SERVICE OUTLET 133.925 OUT OF SERVICE 1310140200-1310160900EST

2. Commissioning or non-availability of a new outlet.

EXAMPLES–
!CRW CRW COM EN ROUTE FLIGHT ADVISORY SERVICE OUTLET NOT AVBL 1310140200-1310160900EST

!CRW CRW COM EN ROUTE FLIGHT ADVISORY SERVICE OUTLET 133.925 COMMISSIONED 1310140200-PERM

NOTE–
Individual outlet NOTAMs must be issued by the FSS facility that has NOTAM responsibility for the outlet after notification by the flight watch control station (FWCS) broadcast facility.

Section 5. Services NOTAMs

5–5–1. GENERAL

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

b. Air traffic personnel must ensure the origination of NOTAM D concerning changes to air traffic services and capabilities.

5–5–2. CHANGES TO PUBLISHED SERVICES

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

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

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

EXAMPLE–
!ROA ROA SVC TWR COMMISSIONED
1301050001-PERM

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

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

EXAMPLE–
!LYH LYH SVC HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE OUTLET OUT OF SERVICE
1303300100-1304051200EST

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

EXAMPLE–
!LYH LYH SVC HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE OUTLET COMMISSIONED
1303300100-PERM

3. Automatic Terminal Information Service (ATIS).

EXAMPLE–
!DEN DEN SVC ATIS NOT AVBL
1303300100-1303312300EST

NOTE–
ATIS service is not available at Denver International Airport.

EXAMPLE–
!DEN DEN SVC ATIS 134.025 NOT AVBL
1303300100-1304031700EST

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

4. En Route Flight Advisory Service (EFAS). When EFAS is not available for other than equipment malfunction.

EXAMPLE–
!CLE CLE SVC EN ROUTE FLIGHT ADVISORY SERVICE NOT AVBL 1304010200-1304101200EST

5–5–3. HOURS OF OPERATION

Disseminate the following conditions as NOTAMs:

a. Change in the hours of operation of an air traffic control facility or service.

EXAMPLES–
!ROA ROA SVC TWR CLSD
1312061330-1312151200EST

!GNV 31J SVC TWR CLSD MON-FRI 0300 -1215,
SAT 2300-1430, SUN 0100-1600
1310140300-1310301600EST

!CXO ZHU SVC DEL RIO APP CLSD
1308091800-1308100300EST

NOTE–
Approach controls located within multiple ARTCC airspace must have a separate NOTAM for each ARTCC.

EXAMPLES–
!CKB ZOB SVC CLARKSBURG APP CLSD
1310100600-1310101400EST

!CKB ZDC SVC CLARKSBURG APP CLSD
1310100600-1310101400EST

!CKB ZID SVC CLARKSBURG APP CLSD
1310100600-1310101400EST

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

EXAMPLE–
!PBF PBF SVC TEMPO TWR 121.0 DAILY 1400-2100
1309221400-1310222100EST

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

EXAMPLE–
!PBF PBF SVC TEMPO TWR LOCAL CTL 121.0 DAILY 1400-2100 1310031400-1310232100EST

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

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

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

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

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

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

1. Air route traffic control centers (ARTCC).

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

2. Approach control.

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

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

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

3. Flight service stations.

EXAMPLE–
!MIA ZMA SVC MIAMI FSS OUT OF SERVICE 1310021520-1310202359EST

NOTE–
If a flight service station's flight plan area covers two or more ARTCCs, a NOTAM has to be issued for each ARTCC.

4. Air traffic control towers.

EXAMPLE–
!GSO GSO SVC TWR OUT OF SERVICE 1310130500-1310152300EST

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

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

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

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

!LIT LIT SVC ATC DLA 1310132100–1310132130EST

NOTE–
Presidential aircraft includes the aircraft and the entourage of the President, the Vice President, or other public figures designated by the White House.

REFERENCE–
FAAO JO 7210.3, Chapter 5. Section 1, Presidential Aircraft, and FAAO 2100.6, Flight Restrictions in the Proximity of the Presidential and Other Parties

e. Traffic Management Program Alerts.

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

EXAMPLES–
!ORL ORL SVC TFC MANAGEMENT PROGRAM ALERT SEE NTAP RESERVATION REQUIRED 1310211400-1310270200EST

!LAL LAL SVC TFC MANAGEMENT PROGRAM ALERT SEE TFC MANAGEMENT MSG RESERVATION REQUIRED DAILY 1300-1800 1310221300-1311041800EST

NOTE–
Details of each traffic management program are published

in Part 4 of the NTAP or included in a special traffic management program advisory message.

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

EXAMPLES–
!JFK JFK SVC TFC MANAGEMENT PROGRAM ALERT SEE ATCSCC MSG 1310231900-1310232300EST

!JFK JFK SVC TFC MANAGEMENT PROGRAM ALERT SEE ATCSCC MSG 1310232300-1310240100EST

5–5–4. WEATHER AND WEATHER REPORTING EQUIPMENT

a. Technical Operations personnel, responsible for system monitoring, must ensure the origination of NOTAMs on Federal AWOS-3 systems as follows:

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

2. Altimeter setting is reported as "missing." AWOS-3 weather reports will be disseminated with missing report elements including altimeter settings. The letter "M" will appear on the operator's terminal in place of any missing elements. No report will be disseminated when there is a total system failure.

3. Inaccurate/unreliable sensor readings.

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

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

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

(c) Technical operations personnel.

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

6. Disseminate the following conditions as NOTAM:

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

EXAMPLES–
!DAN DAN SVC AWOS–3 COMMISSIONED 120.3/202–426–8000 1312140700-PERM

!DRT DRT SVC AWOS DECOMMISSIONED 1312140700-PERM

!PBF PBF SVC WX REPORTING DECOMMISSIONED 1312140700-PERM

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

EXAMPLE–
!DAN DAN SVC AUTOMATED WEATHER BROADCAST SYSTEM ALTIMETER SETTING NOT AVBL 1312140700-1312141200EST

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

EXAMPLES–
!DDC DDC SVC WX REPORTING NOT AVBL DAILY 0600–2200 1312140600-1312142200EST

!PBF PBF SVC WX REPORTING NOT AVBL 1312140700-1312141200EST

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

(c) AWOS unreliable/inaccurate elements.

EXAMPLES–
!MLC MLC SVC AUTOMATED WEATHER BROADCAST SYSTEM ALTIMETER SETTING UNREL 1311040800-1311141200EST

!PWA PWA SVC AUTOMATED WEATHER BROADCAST SYSTEM CEILING UNREL 1309172300-1309301200EST

!COU COU SVC AUTOMATED WEATHER BROADCAST SYSTEM WIND UNREL

1312140700-1312141200EST

!SJT SJT SVC AUTOMATED WEATHER BROADCAST SYSTEM T UNREL 1312140700-1312141200EST

!DRI DRI SVC AUTOMATED WEATHER BROADCAST SYSTEM CEILING AND VIS UNREL 1312140700-1312141200EST

NOTE–
An element (for example, ceiling, visibility, wind, temperature, dew point, and altimeter setting) disseminated in the weather report as unreliable and/or inaccurate will be described in the NOTAM as UNREL.

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

EXAMPLES–
!DAN DAN SVC AUTOMATED WEATHER BROADCAST SYSTEM 120.3 OUT OF SERVICE 1303311200-1304032200EST

!LOZ LOZ SVC AUTOMATED WEATHER BROADCAST SYSTEM 119.075 RETURN TO SERVICE 1304061200-PERM

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

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

EXAMPLE–
!INT INT SVC ASOS COMMISSIONED 134.725/352-799-5881 1312140700-1312141200EST

5–5–5. MICROBURST/WINDSHEAR DETECTION SYSTEM

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

EXAMPLES–
!IAD IAD SVC MICROBURST/WINDSHEAR DETECTION SYSTEM NOT AVBL 1312010930-1312021700EST

!ATL ATL SVC MICROBURST/WINDSHEAR DETECTION SYSTEM FOR RWY 10/28 NOT AVBL 1312010930-1312151330EST

5–5–6. RADAR SERVICES

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

a. Radar services for en route facilities are described using “SECONDARY SURVEILLANCE RADAR.” The identifier used for the issuance of NOTAMs for en route facilities must be the name of the secondary surveillance radar site affected.

EXAMPLE–
!CRW CRW SVC SECONDARY SURVEILLANCE RADAR OUT OF SERVICE 1309121700-1309131700EST

b. Radar services for terminal facilities are described using “GROUND CONTROL APPROACH,” “SECONDARY SURVEILLANCE RADAR,” “SURFACE MOVEMENT RADAR,” “PRECISION APPROACH RADAR,” and “TERMINAL AREA SURVEILLANCE RADAR,” spelled in full. Use SSR, spelled in full, to describe radar services for en route facilities. Location designators used for the issuance of NOTAMs for terminal facilities must be the aerodrome designator.

EXAMPLE–
!MSP MSP SVC SURFACE MOVEMENT RADAR OUT OF SERVICE 1309221300-1309221700EST

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

EXAMPLE–
!SFO SFO SVC PRECISION RUNWAY MONITOR OUT OF SERVICE 1311071345-1311071900EST

5–5–7. AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) SERVICES

Technical Operations personnel must ensure the origination of NOTAM D concerning ADS-B services.

a. ADS-B services are comprised of the Flight Information Service Broadcast (FIS-B) and the Traffic Information Service Broadcast (TIS-B).

b. The location designator used for the NOTAM must be the three-letter aerodrome or ARTCC designator of the associated service volume.

c. When an ADS-B service is reduced, the service condition must be NOTAMed as "REDUCED," meaning there may be gaps in the service due to loss of signal, but the information when received is accurate.

EXAMPLES–

!CXO ZHU SVC FLIGHT INFORMATION SERVICE BROADCAST REDUCED 1302011300-1302031500EST

!SDF SDF SVC TRAFFIC INFORMATION SERVICE BROADCAST REDUCED 1303011200-1303031200EST

d. When the service is not available as result of a service volume network being out of service, the service condition will be NOTAMed as NOT AVBL.

EXAMPLE–

!PHL PHL SVC TRAFFIC INFORMATION SERVICE BROADCAST NOT AVBL 1304031700-1304041200

NOTE–

See paragraph 5–3–7for disruption of ground-based transceivers used as navigational aids.

Chapter 6. Airpace NOTAMs

Section 1. Airspace

6–1–1. GENERAL

A NOTAM D may be originated for the following conditions:

a. Change in the hours of operation of a surface area due to other than seasonal daylight time changes.

b. Only those surface areas identified in the airspace section of the AFD as part time are subject to change by NOTAM. All others can be changed only through rulemaking action.

EXAMPLES–
!HEF HEF AIRSPACE CLASS E SFC AREA HR CHANGED TO DAILY 0730–1700 1308010730-1309011700

!LYH LYH AIRSPACE CLASS D SFC AREA HR CHANGED TO MON-FRI 0615–2100, SAT 0830–1700, SUN 1000–1900 1310010615-1310121900

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

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

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

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

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

b. NOTAMs originated for SAA will contain information in the following order:

1. An exclamation point (!).

2. Accountability.

3. Location designator (ARTCC).

4. Keyword "AIRSPACE."

5. Description of activity, if needed.

6. Description of area impacted; for example, the name of a published area ("CRYPT NORTH MOA"), a nautical mile radius of a latitude/longitude or fix-radial distance, or an area defined by latitude/longitude or fixes.

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

8. Remarks (optional). Other information considered to be important to the pilot.

9. Schedule (optional).

10. Date/time the activity will begin and end.

EXAMPLE–
!SUAC ZMP AIRSPACE CRYPT NORTH MOA 5000FT-16000FT 1307150400–1307150600

c. Lights Out/Night Vision Goggle Operations in MOAs. Upon notification of a lights out/Night Vision Goggle operation in an authorized MOA (as listed in FAA exemption 7960), issue a NOTAM containing information as specified in paragraph 6-1-3b above.

EXAMPLE–
!SUAW ZLA AIRSPACE LGT OUT/NIGHT VISION GOGGLE TRAINING DESERT AND REVEILLE NORTH/SOUTH MOA SFC-9000FT AVOIDANCE ADVISED 1312070200-1312070500

NOTE–
NOTAMs for LIGHT OUT/NIGHT VISION GOGGLE

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

6–1–3. AIRSPACE AND ALTITUDE RESERVATIONS

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

b. Airspace and altitude reservation NOTAMs must contain information in the following order:

1. An exclamation point (!).

2. Accountability "CARF."

3. Location designator (ARTCC).

4. Keyword "AIRSPACE."

5. Description of activity; for example, "STATIONARY AIRSPACE RESERVATION."

6. Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial/distance, or an area defined by latitude/longitude or fixes.

7. Lower limit/upper limit.

8. Reason (optional).

9. Remarks (optional). Other information considered to be important to the pilot.

10. Schedule (optional).

11. Effective time/expiration time.

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

12. Airspace and Altitude reservation involving a single ARTCC.

EXAMPLE–
!CARF ZNY AIRSPACE STATIONARY AIRSPACE RESERVATION WITHIN AREA DEFINED AS 100NM RADIUS OF FJC360020 5500FT–FL270 1311131500–1311131700

13. Airspace and Altitude reservation involving two or more ARTCCs.

NOTE–
If CARF reserved airspace covers two or more ARTCCs, a CARF NOTAM may be issued for each ARTCC as shown below.

EXAMPLES–
!CARF ZDC AIRSPACE STATIONARY AIRSPACE RESERVATION WITHIN AREA DEFINED AS 50NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500FT-16000FT 1310131300–1310151300

!CARF ZJX AIRSPACE STATIONARY AIRSPACE RESERVATION WITHIN AREA DEFINED AS 50NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500FT-16000FT 1310131300–1310151300

!CARF ZAN AIRSPACE STATIONARY ALTITUDE RESERVATION WITHIN AREA DEFINED AS: 6507N14746W 6644N14747W 6642N14629W 6507N14701W TO POINT OF ORIGIN, AND 52NM RADIUS OF 6730N14656W, AND 9NM RADIUS OF 6508N14729W SFC-UNL 1301250400-1301251400

!CARF ZJX AIRSPACE STATIONARY ALTITUDE RESERVATION WITHIN AREA DEFINED AS 3312N08125W 3257N08132W 3229N08144W 3225N08126W 3240N08119W TO POINT OF ORIGIN 8000FT -17000FT AIR REFUELING DAILY 1830-0500 1302171830-1302210500

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

EXAMPLE–
GG KDZZNAXX
220302 KZOAZRZX
FNNNN/YY NOTAMN
Q) KZOA/QWMLM/IV/NBO/E/000/999/3411N12456W
A) KZOA
B) 1103240351
C) 1103240455
E) AIRSPACE WATER OPERATIONS WITHIN AREA DEFINED AS 3411N12456W 3451N12322W 3426N12319W 3417N12453W TO POINT OF ORIGIN NONPARTICIPATING PILOTS ARE STRONGLY ADVISED TO AVOID THE ABOVE AREAS. IFR TRAFFIC UNDER ATC JURISDICTION SHOULD ANTICIPATE REROUTING IN VICINITY OF IMPACTS.
F) SFC G) UNL

6–1–4. AIRCRAFT OPERATIONS

a. Upon receipt of a waiver to 14 CFR Part 91, but not more than 3 days prior to the event, issue NOTAMs for air shows, demonstrations, and aerobatics areas and other airspace activities.

1. The NOTAM must contain information in the following order:

(a) An exclamation point (!).

(b) Accountability.

(c) Location designator.

(d) Keyword "AIRSPACE."

(e) Description of activity; for example, "AIRSHOW ACFT," "AEROBATIC AREA."

(f) Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial distance, or an area defined by latitude/longitude or fixes.

(g) Alternate description (mandatory). In parentheses, specify an alternate description of the activity center as follows:

(1) Use the nearest VOR/DME or VORTAC when the activity is 25NM or less from the NAVAID.

(2) Use the nearest public-use airport when the activity is more than 25NM from the nearest VOR/DME or VORTAC.

(h) Lower limit/upper limit; for example, SFC-9000FT.

(i) Remarks (optional). Other information considered to be important to the pilot.

(j) Schedule (optional).

(k) Effective time/expiration time.

EXAMPLES–
!MIV MIV AIRSPACE AIRSHOW ACFT WITHIN AREA DEFINED AS 5NM RADIUS OF MIV SFC-10000FT AVOIDANCE ADVISED 1308122100-1308122300

!SAV SAV AIRSPACE DEMONSTRATION ACFT WITHIN AREA DEFINED AS 5NM RADIUS OF SAV SFC-15000FT AVOIDANCE ADVISED 1311122100-1311122300

!DSM DSM AIRSPACE AEROBATIC ACFT WITHIN AREA DEFINED AS 6NM RADIUS OF FOD068025 (5NM S CAV) SFC-4500FT AVOIDANCE ADVISED 1312291200-1312292200

!SGF SGF AIRSPACE AEROBATIC AREA WITHIN AREA DEFINED AS 3NM RADIUS OF SGF 3000FT-8500FT AVOIDANCE ADVISED 1312301400–1312301800

2. Obtain the following information from the requestor:

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

(b) Identification of the aircraft to be used.

(c) Aircraft radio frequencies available.

b. Upon receipt of FAA authorization, but not more than 3 days prior to the event, issue NOTAMs for unmanned aircraft. The NOTAM text will include a description of the area.

1. Use the following data in the formation of the NOTAM for Unmanned Aircraft operations.

(a) An exclamation point (!).

(b) Accountability.

(c) Location designator (ARTCC).

(d) Keyword "AIRSPACE."

(e) Description of activity; for example, "UNMANNED ACFT."

(f) Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial distance, or an area defined by latitude/longitude or fixes.

(g) Alternate description (mandatory). An alternate description of the center of the activity may be specified in parentheses.

(h) Lower limit/upper limit; for example, SFC-9000FT.

(i) Remarks (optional). Other information considered to be important to the pilot.

(j) Effective time/expiration time.

NOTE–
FAA authorization will be a Certificate of Authorization or Waiver, Special Airworthiness, or similar. Ensure NOTAM originator is aware of this.

EXAMPLES–
!DEN ZDV AIRSPACE UNMANNED ACFT WITHIN AREA DEFINED AS 50NM EITHER SIDE OF LINE FROM GLD TO LAA 14000FT-16000FT 1312131300–1312151300EST

!IAD ZDC AIRSPACE UNMANNED ACFT WITHIN AREA DEFINED AS 10NM RADIUS OF AML223010 (10NM SW IAD) SFC-5000FT

1310251000–1310251200EST

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

2. Unmanned aircraft operations involving two or more ARTCCs.

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

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

NOTE–
Use of ARTCC identifiers as the Affected Location for Unmanned Aircraft NOTAMs will ensure pilots receive the information for flight plan routes in the same Center airspace. Additional Pointer NOTAMs may be issued as necessary

6–1–5. AERIAL REFUELING

a. Coordinate a NOTAM for published and established routes as follows.

1. IFR. The ARTCC must notify the tie-in FSS at least 2 hours in advance when an established IFR aerial refueling track will be activated if any of the activity will be conducted outside restricted/warning or Class A airspace.

2. VFR. The scheduling activity must notify the tie–in FSS in advance when an established VFR refueling track will be activated if any of the activity will be conducted outside restricted/warning areas.

EXAMPLE–
!ABQ ABQ AIRSPACE AR115 ACT DAILY 0200–0500 1309020200–1309070500

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

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

EXAMPLE–
!MCN ZTL AIRSPACE RANDOM AERIAL REFUELING TRACK WITHIN AREA DEFINED AS 5NM EITHER SIDE OF LINE FROM MGM087050 TO MGM272065 7000FT-9000FT 1305061200-1305061500

6–1–6. PARACHUTE JUMPING/SKY DIVING (PJE)

REFERENCE–
FAAO JO 7210.3, Chapter 18, Section 4. Parachute Jump Operations

a. The NOTAM must contain information in the following order:

1. An exclamation point (!).

2. Accountability.

3. Location designator.

4. Keyword "AIRSPACE."

5. Description of activity; "PJE."

6. Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial/distance, or an area defined by latitude/longitude or fixes.

7. Alternate description (mandatory). If the area is described by other than the airport designator or (a) below, follow the description by including an alternate description in parentheses in relation to:

(a) The nearest VOR in terms of radial/DME when the center of the active activity is 25NM or less from a VOR; or

(b) The nearest airport, town, or city if the nearest VOR is more than 25NM from the center of the drop zone.

8. Lower limit/upper limit; for example, SFC-9000FT.

9. Remarks (optional). Other information considered to be important to the pilot.

10. Schedule (optional).

11. Effective time/expiration time.

b. Also obtain the following information:

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

2. Identification of the aircraft to be used.

3. Aircraft radio frequencies available.

EXAMPLES–
(VOR F/R/D 25NM or less from center of drop zone)
!DSM DSM AIRSPACE PJE WITHIN AREA DEFINED AS 3NM RADIUS OF DSM149009 SFC-10000FT

1309211400–130921l600EST

(VOR F/R/D more than 25NM from center of drop zone)
!DCA ZDC AIRSPACE PJE WITHIN AREA DEFINED AS 2NM RADIUS OF ESL170035 (10 SE VG18) SFC-12000FT 1311301200–131l301600EST

(On airport)
!CHO CHO AIRSPACE PJE WITHIN AREA DEFINED AS 5NM RADIUS OF CHO SFC-10000FT 1309231400–1309231800EST

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

REFERENCE–
14 CFR Section 91.137

6–1–7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS

a. Upon receipt of a waiver to 14 CFR Part 101, but not more than 3 days prior to the event, originate a NOTAM containing information in the following order:

1. An exclamation point (!).

2. Accountability.

3. Location designator.

4. Keyword "AIRSPACE."

5. Description of activity; for example, "HIGH ALT BALLOON," "HOT AIR BALLOONS."

6. Description of area impacted; for example, a nautical mile radius of an airport designator, latitude/longitude or fix/radial/distance, or an area defined by latitude/longitude or fixes.

7. Alternate description (mandatory). In parentheses, specify an alternate location description as follows:

(a) Reference to the nearest public-use airport when the center of the activity is 25NM or less from the nearest public-use airport.

(b) Reference to the nearest public-use airport when the center of the activity is more than 25NM from the nearest VOR/DME or VORTAC.

8. Lower limit/upper limit; for example, SFC-9000FT.

9. Remarks (optional). Other information considered to be important to the pilot, including direction of flight.

10. Schedule (optional).

11. Effective time/expiration time.

EXAMPLES–
!ICT ICT AIRSPACE UNMANNED ROCKET WITHIN AREA DEFINED AS 4NM RADIUS OF ICT190024 SFC-FL250 1308181200- 1308182000EST

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

(Pointer NOTAM)
!CDC 12/049 CDC SEE MTU 12/045 UNMANNED ROCKET 1312140400-1312141400EST

b. For unmanned free balloons the forecasted trajectory and estimated time to cruising altitude or 60,000 feet standard pressure altitude, whichever is lower.

EXAMPLES–
!ABQ ABQ AIRSPACE HIGH ALT BALLOON ABQ180020 SFC-FL600 SOUTHBOUND 1310251700-1310251800EST

!DEN DEN AIRSPACE HIGH ALT BALLOON DVV180030 (32NM S DEN) SFC-10000FT EASTBOUND 1311181800-1311181900EST

!COU COU AIRSPACE HOT AIR BALLOON WITHIN AREA DEFINED AS 2NM RADIUS OF 384905N921311W SFC-1500FT 1312291600–1312291800EST

!ABQ ABQ AIRSPACE HOT AIR BALLOONS 8NM RADIUS OF ABQ SFC-8000FT 1310141400 –1310141830EST

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

REFERENCE–
14 CFR Section 91.137

6–1–8. OTHER AIRSPACE ACTIVITIES

The NOTAM must contain information in the following order:

a. An exclamation point (!).

b. Accountability.

c. Location designator.

d. Keyword "AIRSPACE."

e. Description of activity; for example, "GLIDERS," "HANG GLIDERS," "LGT OUT TRG," "SPACE REENTRY," "ROCKET LAUNCH ACTIVITY," "BLASTING," "BLOWING SMOKE" or "PYROTECHNIC DMSTN."

f. Description of area impacted; for example, a nautical mile radius of the airport designator, latitude/longitude or fix/radial/distance, or an area defined by latitude/longitude or fixes.

g. Alternate description (mandatory). In parentheses, specify an alternate location description as follows:

1. Reference to the nearest public-use airport when the center of the activity is 25NM or less from the nearest public-use airport.

2. Reference to the nearest public-use airport when the center of the activity is more than 25NM from the nearest VOR/DME or VORTAC.

h. Lower limit/upper limit; for example, SFC-9000FT.

i. Remarks (optional). Other information considered to be important to the pilot.

j. Schedule (optional).

k. Effective time/expiration time.

EXAMPLES–

!DEN BRK AIRSPACE HANG GLIDERS WITHIN AREA DEFINED AS 2NM RADIUS OF BRK205018 SFC-10000FT 1312141400-1312141830EST

!CDC CDC AIRSPACE GLIDERS WITHIN AREA DEFINED AS 2NM RADIUS OF MTU2700050 (5NM E U69) SFC-10000FT 1312141400-1312141830EST

!CDC ZLC AIRSPACE GLIDERS WITHIN AREA DEFINED AS MTU227054 MTU250060 MTU 256049 MTU227039 TO POINT OF ORIGIN 8000FT-12000FT DAILY 1800-0200 1310041800-1310240200EST

!FXE FXE AIRSPACE PYROTECHNIC DEMONSTRATION WITHIN AREA DEFINED AS 2NM RADIUS OF FXE360001 SFC – 1500FT 1307042300-1307050300

!DMN DMN AIRSPACE LGT OUT TRAINING WITHIN AREA DEFINED AS DMN307017 DMN052030.6 DMN071029.9 DMN212016 DMN307017 5000FT–12000FT AVOIDANCE ADVISED 1305060300-1305060600

!RFD RFD AIRSPACE LGT OUT TRAINING WITHIN CLASS D SFC AREA 1305060300-1305060600

!ICT ICT AIRSPACE ROCKET LAUNCH ACTIVITY WITHIN AREA DEFINED AS 4NM RADIUS OF ICT190024 SFC-FL250 1308181200-1308182000

Section 2. Other Aeronautical Information

6–2–1. GENERAL

a. Aeronautical information received from any authorized source that may be beneficial to aircraft operations and does not meet defined NOTAM criteria. Any such NOTAM will be prefaced with "(O)" as the keyword following the location identifier.

b. The term "(O)" refers to a NOTAM received from any authorized source that may be beneficial to aircraft operations and does not meet defined NOTAM criteria.

Chapter 7. FDC NOTAM Procedures

Section 1. Transmitting FDC NOTAM Data

7–1–1. GENERAL

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

a. Interim IFR flight procedures.

1. Air traffic service route changes.

2. Instrument flight procedure changes to include special instrument flight procedures, standard instrument approach procedures (SIAP), textual and graphic obstacle departure procedures (ODP), standard instrument departures (SID), and standard terminal arrivals (STAR). Refer to FAA Order 8260.19, Flight Procedures and Airspace, for policy guidance and procedures for the issuance, tracking, and cancellation of FDC NOTAMs relating to instrument flight procedures.

3. Airspace changes in general.

b. Temporary flight restrictions.

1. Disaster/hazard areas.

2. Aerial Demonstrations.

3. Hijacking.

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

NOTE–
Presidential aircraft includes the aircraft and the entourage of the President, the Vice President, or other public figures designated by the White House.

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

d. 14 CFR Part 139 certificated airport condition changes.

e. Snow conditions affecting glide slope operations.

f. Air defense emergencies.

g. Emergency flight rules.

h. Substitute airway routes.

i. Special data.

j. U.S. Government charting corrections

k. Laser activity.

7–1–2. FDC NOTAM NUMBERING

FDC NOTAM numbers are assigned consecutively by the USNS, beginning with 0001 each year. The year of issuance and the serial number are separated by a forward slash; for example, 13/1323.

7–1–3. TEMPORARY OR PERMANENT FDC NOTAMs

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

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

7–1–4. INTERIM IFR FLIGHT PROCEDURES

These procedures are originated by FAA flight operations and flight inspection and procedures personnel and are transmitted to USNOF. When these revisions cannot be published in advance of their effective dates, USNOF transmits them as FDC NOTAMs. The applicable keyword (ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, or SPECIAL) will be included immediately following the location identifier designator. Changes to air traffic service routes are issued as an FDC Center Area NOTAM(s).

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

EXAMPLES–
!FDC x/xxxx ZFW OK..ROUTE ZFW ZKC.
V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL)
VORTAC, OK MEA 4300. 1305041000-1306302359EST

!FDC x/xxxx ZKC OK..ROUTE ZFW ZKC.
V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL)
VORTAC, OK MEA 4300. 1305041000-1306302359EST

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

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

EXAMPLES–
Two ARTCCs:
!FDC x/xxxx ZBW ROUTE ZBW ZNY.
V1 HARTFORD (HFD) VORTAC, CT TO DIXIE INT, NJ MEA 3000. 1305011200-1312111200EST

!FDC x/xxxx ZNY ROUTE ZBW ZNY.
V1 HARTFORD (HFD) VORTAC, CT TO DIXIE INT, NJ MEA 3000. 1305011200-1312111200EST

Three ARTCCs:
!FDC x/xxxx ZBW ROUTE ZBW ZNY ZDC.
V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000.
1305011200-1312111200EST

!FDC x/xxxx ZNY ROUTE ZBW ZNY ZDC.
V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000.
1305011200-1312111200EST

!FDC x/xxxx ZDC ROUTE ZBW ZNY ZDC.
V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000.
1305011200-1312111200EST

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

EXAMPLE–
Four or more ARTCCs:
!FDC x/xxxx FDC ROUTE ZBW ZNY ZDC ZJX.
V1 HARTFORD (HFD) VORTAC, CT TO CRAIG (CRG) VORTAC, FL MEA 4000. 1305011200-1312111200EST

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

EXAMPLES–
!FDC 2/9700 DIK ODP DICKINSON - THEODORE ROOSEVELT RGNL, DICKINSON, ND. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...DEPARTURE PROCEDURE: RWY 25, CLIMB HEADING 250 TO 3500 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A.
1305011200-PERM

!FDC 2/9997 DAL IAP DALLAS LOVE FIELD, DALLAS, TX ILS OR LOC RWY 31R, AMDT 5...
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 31L. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 330 AND CVE R-046 TO FINGR INT/CVE 36.4 DME AND HOLD. CHART LOC RWY 31L. THIS IS ILS OR LOC RWY 31R, AMDT 5A.
1305011200-PERM

!FDC 2/0416 GXY IAP GREELEY-WELD COUNTY, GREELEY, CO. ILS OR LOC RWY 34, AMDT 2...
RNAV (GPS) RWY 27, ORIG...RNAV (GPS) RWY 34, ORIG...CIRCLING: MDA 5140/HAA 443 CAT A. TEMPORARY OIL WELL 4839 MSL 1.16 NM N OF RWY 16. 1305011200-1312111200EST

!FDC x/xxxx PAJN SPECIAL JUNEAU INTERNATIONAL, JUNEAU, AK. LDA-2 RWY 8 AMDT 9 PROCEDURE TURN NA.
1305011200-1312111200EST

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

EXAMPLE–
!FDC x/xxxx DFW SID DALLAS/ FORT WORTH INTL, DALLAS, TX. PODDE THREE DEPARTURE....
CHANGE NOTES TO READ: RWYS 17C/R, 18L/R: DO NOT EXCEED 240KT UNTIL LARRN. RWYS 35L/C, 36L/R: DO NOT EXCEED 240KT UNTIL KMART
1305011200-1312111200EST

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

EXAMPLE–
!FDC x/xxxx DCA STAR RONALD REAGAN WASHINGTON NATIONAL,WASHINGTON, DC. WZRRD TWO ARRIVAL...SHAAR TRANSITION: ROUTE FROM DRUZZ INT TO WZRRD INT NOT AUTHORIZED. AFTER DRUZZ INT EXPECT RADAR VECTORS TO AML VORTAC
1305011200-1312111200EST

NOTE–
1. *Permanent changes to graphic ODP, SID, STAR, and special charted procedures must not be effected via NOTAM. The appropriate 8260 or 7100 series form must be submitted to affect permanent charting changes.*

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

7–1–5. TEMPORARY FLIGHT RESTRICTIONS

a. Through system interface, the NOTAM requestor must forward the NOTAM information directly to the USNOF for FDC NOTAM issuance and to the FSS nearest the incident site for coordination purposes. The USNOF disseminates FDC NOTAMs, and the FSS must act as "coordination facility" for preflight briefings for the ARTCC. The NOTAM must contain information in the following order:

1. An exclamation point (!).

2. Accountability location.

3. ARTCC designator/location (mandatory) followed by the state abbreviation.

4. Keyword "AIRSPACE."

5. City/state, if needed.

6. Description of activity; for example, "TEMPORARY FLIGHT RESTIRCTION."

7. Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial distance, or an area defined by latitude/longitude or fixes.

8. Alternate description. In parentheses, specify area impacted in reference to a fix/radial/DME:

9. Altitudes impacted. Must include lower limit and upper limit.

10. Reason or purpose (optional).

11. Remarks (optional). Other information that is required or considered to be important to the pilot.

(a) The phrase "PURSUANT TO 14 CFR SECTION 91.XXX" (the appropriate paragraph and subparagraph number) (plain language text, as needed).

(b) The FAA coordination facility and commercial telephone number.

12. Schedule of activity, if needed.

13. Effective time/expiration time.

EXAMPLES–

!FDC x/xxxx (ARTCC id) (state code)..AIRSPACE (city/state)..TEMPORARY FLIGHT RESTRICTIONS WITHIN AREA DEFINED AS 10NM RADIUS OF 2920N09020W (FIX/RADIAL/DME) SFC-FL180 (altitude AGL, if needed) (reason)PURSUANT TO 14 CFR SECTION 91.137(a)(2) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT ONLY RELIEF AIRCRAFT OPERATIONS UNDER DIRECTION OF (agency in charge) ARE AUTHORIZED IN THE AIRSPACE (Agency name and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES. (Coordination facility)(schedule, if needed) 1309141200-1309282200EST

!FDC x/xxxx ZLC MT.. AIRSPACE MISSOULA, MT.. TEMPORARY FLIGHT RESTRICTIONS WITHIN AREA DEFINED AS 3NM RADIUS OF 4653N/11352W (3NM RADIUS OF MSO 076 RADIAL AT 8.6NM) SFC-10000FT FIRE FIGHTING AIRCRAFT OPERATIONS PURSUANT TO 14 CFR SECTION 91.137(A)(2) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT. MONTANA DNRC MISSOULA DISPATCH TELEPHONE 406-829-7070 OR FREQ 133.20/WEST RIVERSIDE FIRE IS IN CHARGE OF THE OPERATION. SALT LAKE/ZLC/ARTCC TELEPHONE 801-320-2560 IS THE FAA COORDINATION FACILITY DAILY 1300-1400 1308241300-1310151400EST

!FDC x/xxxx (ARTCC id) (state code)..AIRSPACE (city/state)..TEMPORARY FLIGHT RESTRICTIONS WITHIN AREA DEFINED AS 5NM RADIUS OF 4650N11400W (F/R/D)SFC-(upper limit MSL) (reason) PURSUANT to 14 CFR SECTION 91.137(a)(3). (Agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION.(coordination facility). DAILY SR-SS 1308241300-1310151400EST

NOTE–

Do not use the 1–800–WX–BRIEF telephone number for the flight service stations.

b. Flight restrictions in the proximity of the President or other parties (14 CFR Section 91.141) will be issued only in response to requests from the Washington headquarters of the U.S. Secret Service through coordination with System Operations Services, System Operations Security, System Operations Support Center (SOSC). After normal duty hours, the request for issuance of temporary flight restriction must be coordinated with the duty officer, Washington Operations Center. The duty

officer will contact the designated SOSC representative. In the event the SOSC representatives are unavailable, the duty officer will coordinate the NOTAM request with the Systems Operations Security, Air Traffic Security Coordinator. Operational requirements may necessitate a change in format to Presidential TFRs at any time.

EXAMPLE–
!FDC x/xxxx ZFW TX..AIRSPACE FLIGHT RESTRICTIONS DALLAS, TX (mo-dy-yr) WITHIN AREA DEFINED AS 1NM RADIUS OF 325321N/0964835W (CVE 085 RADIAL 4.8NM) SFC-2100FT (1500FT AGL) PURSUANT TO TITLE 14 SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED UNLESS OTHERWISE AUTHORIZED BY ATC (remainder of text in plain language, as needed) 1312051400-1312051600EST

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

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

EXAMPLE–
!FDC x/xxxx ZAU MN IA ..AIRSPACE FLIGHT RESTRICTIONS MINNEAPOLIS, MN TO DECORAH, IA (mo-dy-yr) WITHIN AREAS DEFINED AS: 30NM EITHER SIDE OF A LINE FROM 445244N0931318W (MSP 142 RADIAL 1.1NM) TO 440137N0922930W (RST012 RADIAL AT 15.3NM) SFC-FL180, 30NM RADIUS OF 431756N0914756W (UNKN271011.5) SFC-FL180, 10NM RADIUS OF 431756N0914756W (UNKN271011.5) SFC-FL180, PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES…(remainder of text in plain language, as needed) 1308152015 – 1308152130EST

7–1–6. AIR DEFENSE EMERGENCY

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

REFERENCE–
FAAO JO 7610.4, Chapter 6, Emergency Security Control of Air Traffic (ESCAT), and Appendix 17, Emergency Security Control of Air Traffic (ESCAT).

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

EXAMPLE–
!FDC xx/xxx FDC SECURITY AIR DEFENSE EMERGENCY DECLARED THROUGHOUT THE UNITED STATES AND POSSESSIONS. THE EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) HAS BEEN IMPLMENTED. UNTIL FURTHER ADVISED, NO AIRCRAFT WILL BE ALLOWED TO OPERATE WITHIN THE AIRSPACE OVERLYING THE FOLLOWING AREAS: THE PACIFIC COASTAL ADIZ, THE SOUTHERN BORDER DOMESTIC ADIZ, THE GULF OF MEXICO COASTAL ADIZ, THE ATLANTIC COASTAL ADIZ, THE ALASKAN DOMESTIC ADIZ, THE ALASKAN DEWIZ, THE GUAM COASTAL ADIZ, AND THE HAWAIIAN COASTAL ADIZ UNLESS THE AIRCRAFT PROPOSING TO OPERATE WITHIN THE ABOVE AREAS HAVE A PRIORITY ASSIGNMENT OF "ONE" OR "TWO" IN ACCORDANCE WITH THE WARTIME AIR TRAFFIC PRIORITY LIST FOR MOVEMENT OF AIRCRAFT CONTAINED IN SECTION FIVE OF THE ESCAT PLAN. ALL PILOTS, REGARDLESS OF PRIORITY, CIVIL OR MILITARY, CHECK WITH THE NEAREST FAA OR MILITARY OPERATIONS FACILITY TO DETERMINE CURRENT RESTRICTIONS AND OBTAIN AN AIR TRAFFIC CONTROL CLEARANCE FROM FAA 1302151200-1303301800EST

7–1–7. SPECIAL DATA

When time does not permit the publishing of special data NOTAMs (for example, Department of State information, special air traffic programs, etc.), an FDC NOTAM will be issued under the affected location of "ZZZ" by the USNOF, using the keyword "SECURITY." The NOTAM will be canceled only at the request of the originating office representative.

EXAMPLE–
!FDC ZZZ SECURITY..SPECIAL NOTICE..THIS NOTICE IS TO EMPHASIZE THAT BEFORE OPERATING IN OR ADJACENT TO IRANIAN AIRSPACE ALL U.S. AIRMEN AND OPERATORS SHOULD BE FAMILIAR WITH CURRENT CONDITIONS IN THE MIDDLE EAST. THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL

WARNING FOR IRAN ADVISING, IN PART, THAT THE U.S. GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC OR CONSULAR RELATIONS WITH THE ISLAMIC REPUBLIC OF IRAN. ANY U.S. OPERATOR PLANNING A FLIGHT THROUGH IRANIAN AIRSPACE SHOULD PLAN IN ADVANCE AND HAVE ALL CURRENT NOTAMS AND AERONAUTICAL INFORMATION FOR ANY PLANNED FLIGHT 1311011200-1403301800EST.

7–1–8. LASER LIGHT ACTIVITY

The service area office where the laser activity will occur must notify the USNOF via telephone (888) 876–6826 or FAX (540) 422-4298 within 7 days of a proposed activity. Additionally, service area offices, when coordinated with their respective FSS and/or ATCT, may delegate notification responsibility. The USNOF will transmit the appropriate FDC NOTAM. If the event is canceled prior to the scheduled ending date/time, the service area office or their designee must notify the USNOF to cancel the NOTAM. The NOTAM must contain information in the following order:

a. An exclamation point (!).

b. Accountability designator.

c. ARTCC designator (mandatory) followed by the state abbreviation.

d. Keyword "AIRSPACE."

e. City/state.

f. Description of activity; for example, "LASER LIGHT ACTIVITY."

g. Description of area impacted; Describe the area using radius and latitude/longitude.

h. Alternate description. In parentheses, specify area impacted in reference to a fix/radial/DME.

i. Altitudes impacted. Must include lower limit and upper limit.

j. Schedule of activity, if needed.

k. Effective time/expiration time.

l. Remarks (optional). Other information considered to be important to the pilot.

EXAMPLES–

!FDC x/xxxx (ARTCC id) (state code)..AIRSPACE (city/state)..LASER LIGHT DEMONSTRATION WITHIN AREA DEFINED AS (description of area) (alternate location description, if needed) SFC-5000FT (schedule, if needed) LASER LIGHT BEAM MAY BE INJURIOUS TO PILOTS'/PASSENGERS' EYES WITHIN _____ FEET VERTICALLY AND _____ FEET LATERALLY OF THE LIGHT SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMICATION MAY OCCUR BEYOND THESE DISTANCES. (Name of facility)/(id)(type of facility) (telephone number) IS THE FAA COORDINATION FACILITY 1311041200-1312301900EST

!FDC x/xxxx (ARTCC id) (state code)... AIRSPACE (city/state)..LASER RESEARCH WITHIN AREA DEFINED AS (description of area) (alternate location description, if needed) SFC-8000FT (schedule if needed) AT AN ANGLE OF _____ DEGREES, FROM THE SURFACE, PROJECTING UP TO _____ FEET AVOID AIRBORNE HAZARD BY 5 NAUTICAL MILES. THIS BEAM IS INJURIOUS TO PILOTS'/AIRCREWS' AND PASSENGERS' EYES. (Name of facility)/(id)(type of facility) (telephone number) IS THE FAA COORDINATION FACILITY 1311041200-1312301900EST

!FDC x/xxxx (ARTCC id) (state code)..AIRSPACE (city/state)..AIRBORNE TO GROUND LASER ACTIVITY WITHIN AREA DEFINED AS (latitude/longitude or fix/radial/distance) TO (latitude/longitude or fix/radial/distance) SFC-7000FT AVOID AIRBORNE HAZARD BY 5 NAUTICAL MILES. THIS BEAM IS INJURIOUS TO PILOTS'/AIRCREWS' AND PASSENGERS' EYES. (Name of facility)/(id)(type of facility) (telephone number) IS THE FAA COORDINATION FACILITY (schedule, if needed) 1311041200-1312301900EST

Section 2. Cancellation/Expiration

7–2–1. FDC NOTAM EXPIRATION

The NOTAM issuing authority is responsible for canceling FDC NOTAMs.

7–2–2. CANCELING FDC NOTAMs

a. The issuing authority must issue a cancellation to an FDC NOTAM before the expiration time. An FDC NOTAM must be issued to cancel an FDC NOTAM and must be stated to the originator of the FDC NOTAM when the original FDC NOTAM is received.

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

EXAMPLE–
!FDC 0/1606 CANCEL 0/1181 MSP
!FDC 0/1607 CANCEL 0/1605 POM

7–2–3. FDC NOTAM LIST

Twice each day, the USNOF transmits a list of FDC NOTAM numbers issued during the previous 12 and 24 hours. The list is transmitted as a numbered FDC NOTAM between 0515 and 0545 and between 1715 and 1745 UTC. The 0500 list is a summary of the preceding 12 hours. The 1700 list is a summary of the preceding 24 hours. Each previous list is canceled by a separate FDC NOTAM.

EXAMPLE–
!FDC 0/1611 FDC LIST JUN 230531
!FDC 0/1608 ELY
!FDC 0/1609 FDC
!FDC 0/1610 ABC

7–2–4. RETRIEVING FDC NOTAMs

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

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

1. To retrieve an individual FDC NOTAM by number:

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

EXAMPLE–
AIS:
GG KDZZNAXX DTG KFODYFYX
)SVC RQ FDC LOC=CID NT=0/2735

(b) When only the number is known:

EXAMPLE–
GG KDZZNAXX DTG KFODYFYX
)SVC RQ FDC NT=0/2735

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

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

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

Chapter 8. Military NOTAMs

Section 1. General

8–1–1. MILITARY FACILITIES

NOTAMs pertaining to U.S. Air Force, Army, and Navy navigational aids that are part of the NAS must receive dissemination in the civil system in addition to dissemination in the military system.

8–1–2. SUBMISSION OF MILITARY DATA FOR PUBLICATION

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

8–1–3. TEMPORARY OR PERMANENT FDC NOTAMs

All military NOTAMs that do not meet the criteria outlined in this chapter will be distributed in accordance with local agreements or within the military NOTAM system only.

Section 2. Military NOTAM Dissemination

8–2–1. MILITARY NOTAMs

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

NOTE–
1. *Some Army airfields are not assigned to a tie-in FSS. Army aeronautical data and NOTAMs are not necessarily published in FAA publications.*

2. *Publication of NOTAM data in the DOD Flight Information Publication (FLIP) is justification for NOTAM cancellation.*

8–2–2. ALASKAN MILITARY NOTAMs

Select Alaskan military facility NOTAMs may be disseminated in the FAA NOTAM system via the tie-in FSS. The military base operations must transmit NOTAM data into the Defense Internet NOTAM Service and, at a minimum, coordinate with tie-in FSS.

Section 3. Military NOTAM Retrieval

8–3–1. MILITARY NOTAM AVAILABILITY

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

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

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

EXAMPLE–
GG KDZZNAXX
281131 KVPS
(M0719/13 NOTAMN
Q) KZFW/QMXLC//////
A) KLTS
B) 201308071256
C) 201310302359
E) TWY C BETWEEN TWY G AND TWY B CLSD

NOTE–
Refer to ICAO 8126 Amdt 2 for international Q codes. The DOD may supplement ICAO Q codes based on military necessity.

8–3–2. RETRIEVING FDC NOTAMs

Formats for retrieving military NOTAMS via NADIN are as follows:

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

EXAMPLE–
SVC B:
GG KDZZNAXX DTG KDCAYFYX
)SVC RQ MIL ACC=KADW NT= M0134/00

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

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

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

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

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

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

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

EXAMPLE–
SVC B:
GG KDZZNAXX DTG KEKNYFYX
)SVC RQ MIL LOC= KADW

8–3–3. SERVICE MESSAGES

a. Receipt of the USNS generated service message "NOTAMS FOUND 0" indicates that there are no military NOTAMs on file for the number or location requested.

b. The following is an example of a receipt of the USNS cancellation of a military NOTAM.

EXAMPLE–
SVC B:
GG KDZZNAXX
DTG KADW
MYYYY/YY NOTAMC M0142/13
A) KADW

8–3–4. MILITARY NOTAM CRITERIA FOR MILITARY NOTAM SYSTEM

Military units issue NOTAMs pertaining to their bases and airspace based on the guidelines set forth in Air Force Instruction Interservice Publication 11-208/AR 95-10/OPNAVINST 3721.20D, DoD Notice to Airmen (NOTAM) System.

Chapter 9. International NOTAMs

Section 1. General Procedures

9–1–1. RETRIEVING INTERNATIONAL NOTAMs

a. Appendix A, International NOTAM (Q) Codes, contains the NOTAM codes used for international NOTAMs.

b. International NOTAM offices that provide NOTAMs to the U.S. NOTAM office are listed in ICAO DOC 7383 and the FAA International Flight Information Manual.

c. International NOTAMs transmitted and received by the U.S. NOTAM Office are stored in the USNS, and while current, may be retrieved by both Aeronautical Fixed Telecommunication Network subscribers and FAA facilities via request/ reply. All facilities must use their particular equipment's keyboard equivalent of the closed parenthesis or the equal symbol as appropriate.

d. The USNOF issues international NOTAMs concerning the OMEGA and GPS systems as well as certain special use airspace for ARTCCs; that is, ARTCC and CARF altitude reservations (ALTRVs) and warning areas. Warning areas and ALTRVs are filed under the associated ARTCC ICAO location indicator (KZBW, KZHU, KZJX, KZLA, KZMA, KZNY, KZOA, KZSE, PAZA, PHZH, or TJZS). Information concerning permanent, long-term general data and selected foreign advisories are stored under KFDC location indicator. OMEGA and GPS information is stored under KNMH. These NOTAMs are numbered consecutively by location beginning with A0001 each year. The NOTAM number and year of issuance are separated by a forward slash; for example, A0211/00, A0002/00.

EXAMPLE–
GG KSEAYFYX
041749 KDZZNAXX
) SVC RQ INT LOC=KZSE NT=A0007/13
040105 KZSE
(A0007/13 NOTAMN
Q) KZSE/QRRCA//////
A) KZSE
B) 1301042100
C) 1301050100
E) AIRSPACE W460B ACT
F) SFC
G) 2000FT
NOTAMs FOUND 1

NOTE–
The above is an example of the reply after Seattle FSS requested an international NOTAM from the U.S. NOTAM System computer. The request was for Seattle Air Route Traffic Control Center (ARTCC) International NOTA M A0007/12 and received the data from the computer. The NOTAM was issued on January 4 at 0105 UTC. The affected location was Seattle ARTCC (KZSE) with an effective time of January 4 at 2100UTC (B) and good through January 5 at 0100 UTC (C). The condition was that Warning Area W460B will be active during those times stated and for an altitude of surface (F) to 2000 feet MSL (G). There was only one NOTAM found.

9–1–2. INTERNATIONAL NOTAM DATA FORMAT

a. The format of international NOTAMs with set fields and information is shown in TBL 9–1–1.

TBL 9–1–1
International NOTAM Format

Fields:								
181906	MYNNYNYX	(A0202/00	NOTAMN	MYNN	0011182315	0011200200	2315 0200 DAILY	RWY 05/23 CLSD
Explanation								
				A	B	C	D	E
DTG of Issuance	Address of the Intl NOTAM Office	NOTAM number	Contract for a new NOTAM	Affected location	Effective Time	Expiration time	Daily times	Conditions

NOTE–
NOTAMR (NOTAM replacement) and NOTAMC (NOTAM cancellation) are valid contractions and will be followed by another NOTAM number that is being replaced or canceled.

b. Formats for retrieving international NOTAMs via NADIN are as follows:

1. A request for a single NOTAM for a given accountability identifier:

EXAMPLE–
SVC B:
GG KDZZNAXX
042100 KDCAYFYX
)SVC RQ INT ACC= MYNNYNYX NT=A0211/13
Reply:
GG KDCAYFYX
042105 KDZZNAXX
)SVC RQ INT ACC= MYNNYNYX NT=A0211/13
181906 MYNNYNYX A0211/00 NOTAMN
Q) MYNA/QMRLC/IV/NBO/A/000/999/
2502N07728W005
A) MYNN
B) 1311181730
C) PERM
E) RWY 05 CLSD TO BOTH LDG AND DEP ACFT BUT MAY BE USED FOR TAX.

NOTE–
The Bahamas International NOTAM office issued a new NOTAM numbered A0211 and it was the 211th NOTAM issued for 2013. This NOTAM affected Nassau International Airport (MYNN) with a start time of November 18, 2013, at 1730 UTC and will be permanent. The condition is that Runway 5 is closed to both landing and departing aircraft but may be used for taxiing.

2. A request for all international NOTAMs for a given location:

EXAMPLE–
SVC B:
GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT LOC=CYUL

3. A request for a single international NOTAM issued in the KFDC series:

EXAMPLE–
SVC B:
GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT ACC=KFDC NT=A0174/13

4. A request for a single oceanic airspace NOTAM for a given domestic ARTCC:

EXAMPLE–
SVC B:
GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT ACC=KZNY NT=A0135/13

5. A request for all oceanic airspace NOTAMs for a given domestic ARTCC:

EXAMPLE–
SVC B:
GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT LOC=KZNY

6. A request for multiple international locations: AISR: (separated by a comma with no spaces)

EXAMPLE–
GG KDZZNAXX DTG KDCAYFYX
)SVC RQ INT
LOC=EGGN,EDDF,LIIA,EGPX,SBRJ,MYNN,MKJK

9–1–3. USNS-GENERATED SERVICE MESSAGES

a. Receipt of the message “NOTAMS FOUND 0” indicates that there are no international NOTAMs on file for the number or location requested.

b. The following is an example of a receipt of the USNS cancellation of an international NOTAM.

EXAMPLE–
SVC B:
GG KDZZNAXX
DTG KDEN
FNNNN/YY NOTAMC A2041/13
A) KDEN

Section 2. Procedures For Canadian NOTAMs

9–2–1. REQUEST FOR CANADIAN NOTAMs FROM THE CANADIAN NOTAM SYSTEM

a. The USNS receives NOTAM data from Canada only on those aerodromes of first landing (airports where you must clear into the country with Customs and Immigration). The USNS cannot confirm that they have all NOTAM data; therefore, you are urged to contact the Canadian website for the most current and up-to-date NOTAM data.

http://www.flightplanning.navcanada.ca

NOTE–
Altitude reservations will be input by Canada utilizing FIR ACCOUNTABILITIES.

TBL 9–2–1
FIRs

EDMONTON	CZEG	GANDER	CZQX
MONCTON	CZOM	MONTREAL	CZUL
TORONTO	CZYZ	VANCOUVER	CZVR
WINNIPEG	CZWG		

b. Canadian NOTAMs are available via the NADIN system from the Canadian NOTAM System Computer for automated retrieval. The following is the format for the request/reply message to the Canadian system:

EXAMPLE–
Request:
GG CYZZQQNI
151245 KDCAYFYX NOTAMQ CYXS

Reply:
GG KDCAYFYX
151248 CYHQYNYN
RE NOTAMQ 151245 KDCAYFYX

– SUMMARY CYXS 01151248 –
000019 NOTAMN CYXS PRINCE GEORGE CYXS NDB X 260 U/S TIL 0001151845
000022 NOTAMN CYXS PRINCE GEORGE CYXS ILS U/S 0001182100 TIL 0001192100
000023 NOTAMN CYXS PRINCE GEORGE FUEL UNAVAILABLE
– END OF SUMMARY –

NOTE–
The maximum number of locations that may be requested is 4; for example, NOTAMQ CYUL CYXE CYYT CYYC.

Appendix A. International NOTAM (Q) Codes

This appendix is to be used to interpret the contents of coded international NOTAMs. A NOTAM code group contains five letters.

a. The first letter is always the letter "Q" to indicate a code abbreviation for use in the composition of NOTAMs.

b. The second and third letters identify the subject being reported. (See Second and Third Letter Decode Tables).

c. The fourth and fifth letters identify the status of operation of the subject being reported. (See Fourth and Fifth Letter Decode Tables).

Second and Third Letter Decode Tables

ATM Airspace Organization (A)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
AA	Minimum altitude (specify en route/crossing/safe)	mnm alt
AC	Class B, C, D, or E Surface Area	ctr
AD	Air defense identification zone	adiz
AE	Control area	cta
AF	Flight information region	fir
AH	Upper control area	uta
AL	Minimum usable flight level	mnm usable fl
AN	Area navigation route	rnav rte
AO	Oceanic control area	oca
AP	Reporting point (specify name or coded designator)	rep
AR	ATS route (specify)	ats route
AT	Terminal control area	tma
AU	Upper flight information region	uir
AV	Upper advisory area	uda
AX	Significant point	sig
AZ	Aerodrome traffic zone	atz

CNS Communications and Surveillance Facilities (C)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
CA	Air/ground facility (specify service and frequency)	a/g fac
CB	Automatic dependent surveillance — broadcast (details)	ads–b
CC	Automatic dependent surveillance — contract (details)	ads–c
CD	Controller-pilot data link communications (details)	cpdlc
CE	En route surveillance radar	rsr
CG	Ground controlled approach system (GCA)	gca
CL	Selective calling system (SELCAL)	selcal
CM	Surface movement radar	smr
CP	Precision approach radar (PAR) (specify runway)	par
CR	Surveillance radar element of precision approach radar system (specify wavelength)	sre
CS	Secondary surveillance radar (SSR)	ssr
CT	Terminal area surveillance radar (TAR)	tar

Second and Third Letter Decode Tables (continued)

AGA Facilities and Services (F)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
FA	Aerodrome	ad
FB	Friction measuring device (specify type)	Friction measuring device
FC	Ceiling measurement equipment	ceiling measurement eqpt
FD	Docking system (specify AGNIS, BOLDS, etc.)	dckg system
FE	Oxygen (specify type)	oxygen
FF	Fire fighting and rescue	fire and rescue
FG	Ground movement control	gnd mov ctl
FH	Helicopter alighting area/platform	hel alighting area
FI	Aircraft de−icing (specify)	acft de−ice
FJ	Oils (specify type)	oil
FL	Landing direction indicator	ldi
FM	Meteorological service (specify type)	met
FO	Fog dispersal system	fog dispersal
FP	Heliport	heliport
FS	Snow removal equipment	snow removal eqpt
FT	Transmissometer (specify runway and, where applicable, designator(s) of transmissometer(s))	transmissometer
FU	Fuel availability	fuel avbl
FW	Wind direction indicator	wdi
FZ	Customs/immigration	Cust/immigration

CNS GNSS Services (G)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
GA	GNSS airfield-specific operations (specify operation)	gnss airfield
GW	GNSS area-wide operations (specify operation)	gnss area

CNS Instrument and Microwave Landing System (I)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
IC	Instrument landing system (specify runway)	ils
ID	DME associated with ILS	ils dme
IG	Glide path (ILS) (specify runway)	ils gp
II	Inner marker (ILS) (specify runway)	ils im
IL	Localizer (ILS) (specify runway)	ils loc
IM	Middle marker (ILS) (specify runway)	ils mm
IN	Localizer (not associated with ILS)	loc
IO	Outer marker (ILS) (specify runway)	ils om
IS	ILS Category I (specify runway)	ils cat I
IT	ILS Category II (specify runway)	ils cat II
IU	ILS Category III (specify runway)	ils cat III
IW	Microwave landing system (MLS) (specify runway)	mls
IX	Locator, outer (ILS) (specify runway)	ils lo
IY	Locator, middle (ILS) (specify runway)	ils lm

Second and Third Letter Decode Tables (continued)

AGA Lighting Facilities (L)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
LA	Approach lighting system (specify runway and type)	als
LB	Aerodrome beacon	abn
LC	Runway centre line lights (specify runway)	rcll
LD	Landing direction indicator lights	ldi lgt
LE	Runway edge lights (specify runway)	redl
LF	Sequenced flashing lights (specify runway)	sequenced flg lgt
LG	Pilot−controlled lighting	pcl
LH	High intensity runway lights (specify runway)	high intst rwy lgt
LI	Runway end identifier lights (specify runway)	rwy end id lgt
LJ	Runway alignment indicator lights (specify runway)	rai lgt
LK	Category II components of approach lighting system (specify runway)	category II components als
LL	Low intensity runway lights (specify runway)	low intst rwy lgt
LM	Medium intensity runway lights (specify runway)	medium intst rwy lgt
LP	Precision approach path indicator (specify runway)	papi
LR	All landing area lighting facilities	ldg area lgt fac
LS	Stopway lights (specify runway)	stwl
LT	Threshold lights (specify runway)	thr lgt
LU	Helicopter approach path indicator	hapi
LV	Visual approach slope indicator system (specify type and runway)	vasis
LW	Heliport lighting	heliport lgt
LX	Taxiway centre line lights (specify taxiway)	twy cl lgt
LY	Taxiway edge lights (specify taxiway)	twy edge lgt
LZ	Runway touchdown zone lights (specify runway)	rtzl

AGA Movement and Landing Area (M)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
MA	Movement area	mov area
MB	Bearing strength (specify part of landing area or movement area)	bearing strength
MC	Clearway (specify runway)	cwy
MD	Declared distances (specify runway)	declared dist
MG	Taxiing guidance system	tgs
MH	Runway arresting gear (specify runway)	rag
MK	Parking area	prkg area
MM	Daylight markings (specify threshold, centre line, etc.)	day markings
MN	Apron	apron
MO	Stopbar (specify runway)	rag
MP	Aircraft stands (specify)	acft stand
MR	Runway (specify runway)	rwy
MS	Stopway (specify runway)	swy
MT	Threshold (specify runway)	thr
MU	Runway turning bay (specify runway)	rwy turning bay
MW	Strip/shoulder (specify runway)	Strip/shoulder
MX	Taxiway(s) (specify)	twy
MY	Rapid exit taxiway (specify)	Rapid exit twy

Second and Third Letter Decode Tables (continued)

COM Terminal and En Route Navigation Facilities (N)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
NA	All radio navigation facilities (except...)	all rdo nav fac
NB	Nondirectional radio beacon	ndb
NC	DECCA	decca
ND	Distance measuring equipment (DME)	dme
NF	Fan marker	fan mkr
NL	Locator (specify identification)	l
NM	VOR/DME	vor/dme
NN	TACAN	tacan
NO	OMEGA	omega
NT	VORTAC	vortac
NV	VOR	vor

Other Information (O)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
OA	Aeronautical information service	ais
OB	Obstacle (specify details)	obst
OE	Aircraft entry requirements	acft entry rqmnts
OL	Obstacle lights on ... (specify)	obst lgt
OR	Rescue coordination centre	rcc

ATM Air Traffic Procedures (P)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
PA	Standard instrument arrival (specify route designator)	star
PB	Standard VFR arrival	stc vfr arr
PC	Contingency procedures	contingency proc
PD	Standard instrument departure (specify route designator)	sid
PE	Standard VFR departure	stf vfr dep
PF	Flow control procedure	flow ctl proc
PH	Holding procedure	hldg proc
PI	Instrument approach procedure (specify type and runway)	instr apch proc
PK	VFR approach procedure	vfr apch proc
PL	Flight plan processing (filing and related contingency)	fpl
PM	Aerodrome operating minima (specify procedure and amended minimum)	opr minima
PN	Noise operating restriction	noise opr restrictions
PO	Obstacle clearance altitude and height (specify procedure)	oca och
PR	Radio failure procedure	rdo failure proc
PT	Transition altitude or transition level (specify)	ta/trl
PU	Missed approach procedure (specify runway)	missed apch proc
PX	Minimum holding altitude (specify fix)	mnm hldg alt
PZ	ADIZ procedure	adiz proc

Second and Third Letter Decode Tables (continued)

Navigation Warnings: Airspace Restrictions (R)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
RA	Airspace reservation (specify)	airspace reservation
RD	Danger area (specify)	..d..
RM	Military operating area	moa
RO	Overflying of ... (specify)	overflying
RP	Prohibited area (specify)	..p..
RR	Restricted area (specify)	..r..
RT	Temporary restricted area (specify area)	tempo restricted area

ATM Air Traffic and VOLMET Services (S)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
SA	Automatic terminal information service	atis
SB	ATS reporting office	aro
SC	Area control centre	acc
SE	Flight information service	fis
SF	Aerodrome flight information service	afis
SL	Flow control centre	flow ctl centre
SO	Oceanic area control centre	oac
SP	Approach control service	app
SS	Flight service station	fss
ST	Aerodrome control tower	twr
SU	Upper area control centre	uac
SV	VOLMET broadcast	volmet
SY	Upper advisory service (specify)	upper advisory ser

Navigation Warnings: Warnings (W)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
WA	Air display	air display
WB	Aerobatics	aerobatics
WC	Captive balloon or kite	captive balloon/kite
WD	Demolition of explosives	demolition of explosives
WE	Exercises (specify)	exer
WF	Air refueling	air refueling
WG	Glider flying	gld fly
WH	Blasting	blasting
WJ	Banner/target towing	banner/target towing
WL	Ascent of free balloon	ascent of free balloon
WM	Missile, gun or rocket firing	Missile/gun/rocket/frng
WP	Parachute jumping exercise, paragliding, or hang gliding	Pje/paragliding/hang gliding
WR	Radioactive materials or toxic chemicals (specify)	pje
WS	Burning or blowing gas	burning or blowing gas
WT	Mass movement of aircraft	mass mov of acft
WU	Unmanned aircraft	formation flt
WV	Formation flight	formation flt
WW	Significant volcanic activity	formation flt
WY	Aerial survey	model flying
WZ	Model flying	model flying

Fourth and Fifth Letter Decode Tables

Availability (A)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
AC	Withdrawn for maintenance	withdrawn maint
AD	Available for daylight operation	avbl day ops
AF	Flight checked and found reliable	fltck okay
AG	Operating but ground checked only, awaiting flight check	opr but gnd ck only, awaiting fltck
AH	Hours of service are now…(specify)	hr ser
AK	Resumed normal operations	okay
AL	Operative (or reoperative) subject to previously published limitations/conditions	Opr subj previous cond
AM	Military operations only	mil ops only
AN	Available for night operation	avbl night ops
AO	Operational	opr
AP	Available, prior permission required	avbl, ppr
AR	Available on request	avbl o/r
AS	Unserviceable	u/s
AU	Not available (specify reason if appropriate)	not avbl
AW	Completely withdrawn	withdrawn
AX	Previously promulgated shutdown has been canceled	promulgated shutdown cnl

Changes (C)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
CA	Activated	act
CC	Completed	cmpl
CD	Deactivated	deactivated
CE	Erected	erected
CF	Operating frequency(ies) changed to	opr freq changed to
CG	Downgraded to	downgraded to
CH	Changed	changed
CI	Identification or radio call sign changed to	Ident/rdo call sign changed to
CL	Realigned	realigned
CM	Displaced	displaced
CN	Canceled	cnl
CO	Operating	opr
CP	Operating on reduced power	opr reduced pwr
CR	Temporarily replaced by	tempo rplcd by
CS	Installed	instl
CT	On test, do not use	on test, do not use

Fourth and Fifth Letter Decode Tables (continued)

Hazard Conditions (H)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
HA 1) Poor 2) Medium/Poor 3) Medium 4) Medium/Good 5) Good	Braking action is ...	ba is…
HB	Friction coefficient is ... (specify friction measurement device used)	friction coefficient is
HC	Covered by compacted snow to depth of	cov compacted snow depth
HD	Covered by dry snow to a depth of	cov dry snow depth
HE	Covered by water to a depth of	cov water depth
HF	Totally free of snow and ice	free of sn and ice
HG	Grass cutting in progress	grass cutting inpr
HH	Hazard due to (specify)	hazard due
HI	Covered by ice	cov ice
HJ	Launch planned ... (specify balloon flight identification or project code name, launch site, planned period of launch(es)–date/time, expected climb direction, estimate time to pass 18 000 m (60 000 ft), or reaching cruise level if at or below 18 000 m (60 000 ft), together with estimated location)	launch plan
HK	Bird migration in progress	bird migration inpr
HL	Snow clearance completed	sn clr cmpl
HM	Marked by	marked by
HN	Covered by wet snow or slush to a depth of	cov wet sn/slush depth
HO	Obscured by snow	obscured by sn
HP	Snow clearance in progress	sn clr inpr
HQ	Operation canceled ... (specify balloon flight identification or project code name)	opr cnl
HR	Standing water	standing water
HS	Sanding in progress	sanding inpr
HT	Approach according to signal area only	apch according signal
HU	Launch in progress ... (specify balloon flight identification or project code name, launch site, date/time of launch(es), estimated time passing 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location, estimated date/time of termination of the flight, and planned location of ground contact when applicable)	launch inpr
HV	Work completed	work cmpl
HW	Work in progress	wip
HX	Concentration of birds	bird concentration
HY	Snow banks exist (specify height)	sn banks hgt
HZ	Covered by frozen ruts and ridges	cov frozen ruts and ridges

Fourth and Fifth Letter Decode Tables (continued)

Limitations (L)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
LA	Operating on auxiliary power supply	opr aux pwr
LB	Reserved for aircraft based therein	reserved for acft based therein
LC	Closed	clsd
LD	Unsafe	unsafe
LE	Operating without auxiliary power supply	opr wo aux pwr
LF	Interference from	interference fm
LG	Operating without identification	opr without ident
LH	Unserviceable for aircraft heavier than	u/s acft heavier than
LI	Closed to IFR operations	clsd ifr ops
LK	Operating as a fixed light	opr as f lgt
LL	Usable for length of...and width of...	usable len…/wid…
LN	Closed to all night operations	clsd to all ngt ops
LP	Prohibited to	prohibited to
LR	Aircraft restricted to runways and taxiways	acft restricted to rwy and twy
LS	Subject to interruption	subj intrp
LT	Limited to	ltd to
LV	Closed to VFR operations	clsd vfr ops
LW	Will take place	will take place
LX	Operating but caution advised due to	opr but ctn advised due to

Other (XX)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
XX	Where 4th and 5th letter Code does not cover the situation, use XX and supplement by plain language	(plain language following the NOTAM Code)

Appendix B. National Weather Service (NWS) Radiosonde/HIBAL Flights

B–1. NWS RADIOSONDE/HIBAL FLIGHTS

Use the procedures in this appendix for National Weather Service (NWS) radiosonde balloon releases.

B–2. NWS RADIOSONDE BALLOON RELEASES

a. Issue as Aeronautical Information at least 30 minutes prior to the release of a NWS radiosonde balloon under the following conditions:

1. Delayed Release. A radiosonde balloon that will be released later than the scheduled times of 1130 or 2330 UTC.

2. Special Observations. A release that will be made at times other than those specified for the scheduled observations (1130 or 2330 UTC).

b. The Aeronautical Information must contain the following information:

1. The balloon release time.

2. The time the balloon is expected to reach 10,000 MSL, using an average rate of climb of 800 feet per minute.

c. The locations of radiosonde balloon release points are listed in the Airport/Facility Directories.

Appendix C. FCC Field Office Fax Numbers

STATE	FAX	STATE	FAX
ALABAMA	770–279–4633	MONTANA	425–820–0126
ALASKA	907–271–6359	NEBRASKA	816–313–1655
ARIZONA	619–557–7158	NEVADA	510–732–1633
ARKANSAS	504–834–9230	NEW HAMPSHIRE	617–770–2408
CALIFORNIA	619–557–7158	NEW JERSEY	215–752–2363
	510–732–6015		212–620–3718
	562–865–0736	NEW MEXICO	303–969–6556
COLORADO	303–969–6556	NEW YORK	716–551–3817
CONNECTICUT	617–770–2408		212–620–3718
DELAWARE	215–752–2363	NORTH CAROLINA	770–279–4633
	301–206–2896	NORTH DAKOTA	847–298–5403
DISTRICT OF COLUMBIA	301–206–2896	OHIO	248–471–6131
FLORIDA	813–348–1581	OKLAHOMA	972–907–1738
	770–279–4633	OREGON	425–820–0126
GEORGIA	770–279–4633		360–418–4256
HAWAII	808–671–3352	PENNSYLVANIA	215–572–2363
IDAHO	425–820–0126	RHODE ISLAND	617–770–2408
ILLINOIS	847–298–5403	SOUTH CAROLINA	770–279–4633
INDIANA	847–298–5403	SOUTH DAKOTA	651–774–5087
IOWA	816–313–1655		303–969–6556
KANSAS	816–313–1655	TENNESSEE	770–279–4633
KENTUCKY	248–471–6131	TEXAS	972–907–1738
	847–298–5403		713–983–6897
LOUISIANA	504–834–9230	UTAH	619–557–7158
MAINE	617–770–2408		510–732–1633
MARYLAND	301–206–2896	VERMONT	617–770–2408
MASSACHUSETTS	617–770–2408	VIRGINIA	301–206–2896
	248–471–6131		757–546–1357
MICHIGAN	651–774–5087	WASHINGTON	425–820–0126
	248–471–6131	WEST VIRGINIA	301–206–2896
MINNESOTA	847–298–5403	WISCONSIN	847–298–5403
MISSISSIPPI	504–834–9230		651–774–5087
MISSOURI	816–313–1655	WYOMING	303–969–6556

These FAX numbers are not for public information. These numbers are for service area field offices. Some states are covered by multiple field offices/numbers. If unable to send to any of the above numbers, send a FAX to the Communications Crisis Management Center of the FCC at 202–418–2813, ATTN: COM Center.

Appendix D. ICAO Difference for the United States

Below is a listing (not all inclusive) of words that we use frequently in a domestic NOTAM, but are not recognized ICAO contractions.

ARFF – Airport Rescue and Fire Fighting

ARTCC – Air Route Traffic Control Center

ATCSCC – Air Traffic Control System Command Center

BC – Back Course

FDC – Flight Data Center

FICON – Field Condition

Friction Testers:
BOW, BRD, ERD, GRT, MUM, RFT. SFH, SFL, SKH, SKL, TAP, VER, NAC

LB – Pounds

LOM – Compass locator at ILS outer marker

IN – Inch

MU – Friction value representing runway surface conditions

NA – Not Authorized

NTAP – Notice to Airmen Publication

ORIG – Original

RVRM – Runway Visual Range Midpoint

RVRR – Runway Visual Range Rollout

RVRT – Runway Visual Range Touchdown

SAA – Special Activity Airspace

SSALR – Short Approach Lighting System with Runway Alignment Indicator Lights

STAR – Standard Terminal Arrival

TFR – Temporary Flight Restriction

VASI – Visual Approach Slope Indicator

WAAS – Wide Area Augmentation System

U.S. Department
Of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

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