NOTICE

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

N JO 7930.85

Effective Date:
January 28, 2008

Cancellation Date:
January 27, 2009

SUBJ: Notice to Airmen (NOTAMs)

1. Purpose of This Notice. This notice provides policy and procedural guidance and interim operating procedures to Federal Aviation Administration Order (FAAO) 7930.2, Notice to Airmen (NOTAMs).

2. Audience. The notice applies to the following Air Traffic Organization (ATO) Service Units: En Route and Oceanic, Terminal, and System Operations Services; and the Washington headquarters Airport offices.

3. Where Can I Find This Notice? The notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/airports_airtraffic/air_traffic/publications.

4. Procedures. This notice applies only to NOTAMs issued beginning January 28, 2008. NOTAMs issued before this date will not be affected.

a. Amend FAAO 7930.2K, Paragraph 1-2-1, POLICY, to read as follows:

1-2-1. POLICY

Authorized personnel assigned to facilities that collect and/or disseminate NOTAMs shall 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 shall comply with USNOF personnel directions.

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

c. Prior civil "L" NOTAMs will be reclassified as "D" NOTAMs (Military L series will remain unchanged).

d. For the purpose of NOTAMs, the term Movement Area includes Runways, Taxiways, Ramps, Aprons, and Helipads.

e. All D NOTAMs shall have one of the following keywords as the first part of the text: RWY, TWY, RAMP, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE, (U), or (O).

(1) RWY (Runway)

EXAMPLES-
!STL STL RWY 12L/30R CLSD EXC TXG

!LEX LEX RWY 5 REIL OTS

!PRC SJN RWY 13/31 NOW RWY 14/32

(2) TWY (Taxiway)

EXAMPLES-
!LNS LNS TWY A LGTS OTS

!DSM DSM TWY P1, P3 CLSD

(3) RAMP (Ramp)

EXAMPLE –
!DSM DSM RAMP SOUTH CARGO RAMP CLSD

(4) APRON (Apron)

EXAMPLES-
!ATL ATL APRON NORTH TWY L3 APRON CLSD

!BNA BNA APRON NORTH APRON CLSD

(5) AD (Aerodrome includes airport, heliport, and helipads)
NOTAMs pertaining to aircraft operations on or within 5 SM of an aerodrome, which encompasses airport, heliport, helipad, and maneuvering area, that is not covered under runways, taxiways, ramps, aprons, obstructions, navaids, services, communications, or airspaces.

EXAMPLES-
!LAL LAL AD GRASS LDG STRIP LCTD 400 S RWY 9R/27L 1700 X 55 AVBL VMC DALGT PPR SUN N FUN WEF 0804151100-0804232359

!CDB AK05 AD CLSD PERM

!RIU O88 AD HELI DCMSND

!AOO PA06 AD CLSD TSNT

!BET BET AD CLSD EXC SKI

!AOO 29D AD CLSD EXC PPR 0330-1430 MON-FRI

!BUF D67 AD CLSD EXC HI-WING ACFT

!CEW CEW AD CLSD WEF 0709041400-0709041800

!CDB AKA AD OPEN

!CLE 15G AD NOW PUBLIC

!CLE 15G AD NOW PRIVATE

(6) OBST (Obstructions, including obstruction lighting outages)

EXAMPLES-
!MIV N52 OBST TOWER 580 (305 AGL) 7 SW LGTS OTS (ASR NUMBER) TIL 0712302300

!PIE CLW OBST CRANE 195 (125 AGL) .25 NE (2755N08241W) TIL 0711032000

NOTE: Insert latitude/longitude, if known, immediately after cardinal direction in the format shown above.

(7) NAV (Navigation Aids)

EXAMPLE-
!PNC PER NAV VOR UNUSBL 045-060 BYD 20 BLW 2000

(8) COM (Communications)

EXAMPLES-
!DCA PSK COM RCO OTS

!IPT IPT COM VOR VOICE OTS

(9) SVC (Services)

EXAMPLES-
!MIV MIV SVC FUEL UNAVBL TIL 0709301600

!SHD SHD SVC TWR 1215-0300 MON-FRI/1430-2300 SAT/1600-0100/SUN TIL 0709170100

(10) AIRSPACE (Airspace)

EXAMPLES-
!CHO CHO AIRSPACE HELIUM BALLOONS 30 NE 1 NMR 10000/BLW WEF 0710121800-0710121830

!BKW BKW AIRSPACE PYROTECHNIC DEMO 1000/BLW 8 W .5 NMR AVOIDANCE ADZD WEF 0712312230-0712312300

(11) (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 (AMGR) or their designee. If Flight Service is unable to contact airport management, Flight Service shall forward (U) NOTAM information to 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 be prefaced with '(U)' as the keyword and followed by the appropriate keyword contraction, as set forth in this Policy, following the Location Identifier.

EXAMPLE-
!ORT 6K8 (U) RWY ABANDONED VEHICLE

(12) (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.

EXAMPLE-
!LOZ LOZ (O) CONTROLLED BURN OF HOUSE 8 NE APCH END RWY 23 WEF 0710211300-0710211700

f. Any NOTAM associated with "Personnel and Equipment Working" (PAEW), will be associated with RWY, TWY, RAMP, or APRON and a direction from the associated movement area, as appropriate.

EXAMPLES-
!CHO CHO RWY 23 PAEW FIRST 500 ALONG SE SIDE

!SBY SBY TWY E PAEW SOUTH SIDE BTN RWY 5/TWY G

b. Amend Paragraph 1-3-1, Air Traffic as follows:

1-3-1. AIR TRAFFIC

a. Delete subparagraph e.

b. Re-letter paragraph 1-3-1f to 1-3-1e.

c. Delete next to last sentence in new subparagraph e. ("The FSS shall review the information, and if it is still deemed appropriate for NOTAM, the NOTAM shall remain in the system.")

d. Remove Note.

e. Re-letter paragraph 1-3-1g to 1-3-1f.

c. Amend Paragraph 2-2-1, NOTAM Classification, as follows:

2-2-1. NOTAM CLASSIFICATION

a. First paragraph, last sentence change five to four (NOTAMS are classified into **four** groups…).

b. Add the following sentence to end of paragraph 2-2-1a. **Information that may be beneficial to aircraft operations and is not identified in Appendix 1 of this order. These NOTAMs are identified with '(O)' as the first part of NOTAM text.**

c. Delete subparagraph c.

d. Re-letter subparagraphs d and e to c and d.

d. Delete Paragraph 2-2-3, Local Dissemination, subparagraph e.

e. Amend Paragraph 3-3-2 examples to read:

EXAMPLES-
!DCA LDN NAV VOR OTS WEF 0708051600-0708052359

!DCA LDN NAV VOR OTS WEF 0709050000-0709050400

f. Amend Paragraph 3-3-3 and add Paragraph 3-3-4 as follows:

3-3-3. RUNWAY IDENTIFICATION

Identify runways with the prefix RWY followed by the magnetic bearing indicator, e.g., RWY 12/30, RWY 12, or RWY 30. Where the magnetic bearing indicator has not been established, identify the runway to the nearest eight points of the compass, e.g., RWY NE/SW, RWY N/S N 200 CLSD.

3-3-4. TAXIWAY IDENTIFICATION

Identify taxiways with the prefix TWY followed by the taxiway identifier letter or letter/number as assigned. For multiple taxiways, preface the initial taxiway identifier with TWY, and separate additional taxiway identifiers by commas, or specify "all." If not identified, describe as adjacent to a runway or direction from the runway. Some examples are: TWY C, B3 CLSD, TWY ADJACENT RWY 9/27 CLSD.

g. Rename Chapter 4 title to read **"NOTAM PROCEDURES."**

h. Amend Paragraph 4-1-2, National NOTAM Office Relationships as follows:

4-1-2. NATIONAL NOTAM OFFICE RELATIONSHIPS

a. The USNOF is charged with monitoring the United States Notice to Airmen System (USNS). The USNOF shall 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, originators shall comply with USNOF personnel directions.**

b. No Change

c. Editing

1. No Change

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

i. Amend Paragraph 4-2-1, NOTAM Composition, by inserting new subparagraph 4-2-1a and re-lettering 4-2-1a through 4-2-1k as 4-2-1b through 4-2-1l to read as indicated below:

4-2-1. NOTAM COMPOSITION

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

1. An exclamation point (!),

2. Accountability Location (the identifier of the accountability location),

3. Affected Location (the identifier of the affected facility or location; in case of an obstruction light outage it is the identifier of the nearest public-use airport),

4. KEYWORD (one of the following: RWY, TWY, RAMP, APRON, AD, COM, NAV, SVC, OBST, AIRSPACE, (U) and (O)),

5. Surface Identification (optional - this shall be the runway identification for runway-related NOTAMs, the taxiway identification for taxiway-related NOTAMs, or the ramp/apron identification for ramp/apron-related NOTAMs),

6. Condition (the condition being reported),

7. Time (identifies the effective time(s) of the NOTAM condition). Times shall be formatted in accordance with this Paragraph 4−2−1, NOTAM Composition.

b. Re-letter former Paragraph 4-2-1a to 4-2-1b with no change to text.

c. Re-letter former 4-2-1b to 4-2-1c with no change to text.

d. Re-letter former 4-2-1c to 4-2-1d with no change to text; amend example after Paragraph 4-2-1d to read:

EXAMPLE-
!XYZ XYZ NAV VOR UNUSBL 010-030 BYD 10 BLW 4000. PLUS SEE AFD

e. Re-letter former 4-2-1d to 4-2-1e and amend text to read as follows: NOTAMs shall 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; e.g., **RWY** 9/27 OPEN.

f. Re-letter former 4-2-1e to 4-2-1f with no change to text.

g. Re-letter former 4-2-1f to 4-2-1g and amend text to read as follows: The virgule ‘‘/’’ is used in the NOTAM text to indicate ‘‘and,’’ e.g., **RWY** 17/35 CLSD, or **RWY** 1/19 CLSD 12500/OVR.

h. Re-letter former 4-2-1g to 4-2-1h with no change to text.

i. Re-letter former 4-2-1h to 4-2-1i with no change to text; amend examples after 4-2-1i to read:

EXAMPLES-
!ABC ABC NAV VOR OTS WEF 0710281600
!ABC ABC NAV VOR OTS WEF 0711281600-0711281800

j. Re-letter former 4-2-1i to 4-2-1j with no change to text; amend example after 4-2-1j to read:

EXAMPLE-
!ABC ABC NAV VOR OTS TIL 0712281800

k. Re-letter former 4-2-1j to 4-2-1k with no change to text; amend example after 4-2-1k to read:

EXAMPLE−
!ABC ABC AD CLSD 1100−1900 DLY WEF 0811011100−0811151900

Explanation: The airport is closed from 1100 to 1900 daily from **November 1, 2008**, at 1100 until **November 15, 2008**, at 1900. This NOTAM will be automatically cancelled by the USNS on **November 15, 2008**, at 1900.

l. Re-letter former 4-2-1k to 4-2-1l with no change to text.

j. Amend the paragraphs listed below by replacing each sentence in the identified subparagraphs with: **"For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION."** Each sentence refers to NOTAM D Automatic Data Processing (ADP) code element tables. Delete the ADP code tables that follow these subparagraphs:

(1) Paragraph 5-1-3b, NOTAM D Movement Area Information

(2) Paragraph 5-2-2b, NOTAM D Lighting Aids

(3) Paragraph 5-3-7b, NOTAM D NAVAID

(4) Paragraph 5-4-3b, NOTAM D Communications Outlets

(5) Paragraph 5-5-2b, NOTAM D Services

(6) Paragraph 6-1-1d, NOTAM D Weather and Weather Reporting Equipment

NOTE: The NOTAM D Weather and Weather Reporting Equipment section has been moved and re-lettered Paragraph 5-5-5. The subparagraph reference is now 5-5-5d. See Paragraph ee below.

(7) Paragraph 6-2-1b, FORMATTING AIRSPACE NOTAM (D)**'**S.

NOTE: The AIRSPACE section has been moved and re-lettered Paragraph 6-1-1. The subparagraph reference is now 6-1-2b. See Paragraphs ii through ll in this NOTICE below.

k. Amend Paragraph 4-5-2, NOTAM Service Messages, by replacing the example in subparagraph 4-5-2e, Invalid Input Format, to read:

EXAMPLE-
GG KFTWYFYX
092245 KDZZNAXX
!MISSING RWY CONTRACTION
AAA AAA TWY E PAEW S SIDE BTN 05/TWY G

NOTE − The invalid NOTAM submitted in the example above reads as follows:
!AAA AAA TWY E PAEW S SIDE BTN 05/TWY G; it is missing the contraction RWY before 5 and requires the zero to be deleted.

l. Amend Paragraph 5-1-1, Originators of Movement Area NOTAMs, by inserting new subparagraph 5-1-1a to read as follows:

5-1-1, ORIGINATORS OF MOVEMENT AREA NOTAMs

a. The term Movement Area for the purpose of NOTAMs includes Runways, Taxiways, Ramps, Aprons, helipads, and maneuvering areas.

m. Amend Paragraph 5-1-2, Handling Reported Movement Area Conditions, subparagraph 5-1-2b, to read as follows, insert new examples and insert new subparagraph c with an example and a note immediately after:

5-1-2. HANDLING REPORTED MOVEMENT AREA CONDITIONS

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’’; e.g., RWY or **TWY** UNSAFE DISABL**D** ACFT. Inform airport management of the action taken as soon as practical.

EXAMPLES-
*!CRW CRW **RWY** 15/33 UNSAFE BREAKS IN ASPH SE END*

*!PIE CLW **RWY** UNSAFE DISABLD ACFT*

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 (AMGR) or their designee. If Flight Service is unable to contact airport management, Flight Service shall forward (U) NOTAM information to 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 be prefaced with ‘(U)’ as the keyword and followed by the appropriate keyword contraction, as set forth in this Policy, following the Location Identifier.

EXAMPLE-
!ORT 6K8 (U) RWY ABANDONED VEHICLE WEF 0710122330

n. Amend Paragraph 5-1-3, NOTAM (D) Movement Area Information, by removing subparagraphs 5-1-3a and its associated note as well as 5-1-3b and its associated table. Insert new subparagraphs 5-1-3a and 5-1-3b as shown below:

5-1-3, NOTAM (D) MOVEMENT AREA INFORMATION

a. Taxiways shall be prefaced with TWY followed by the taxiway identifier letter or letter/number as assigned. For multiple taxiways, preface the initial taxiway identifier with TWY, and separate additional taxiway identifiers by commas, or specify "all." If not identified, describe as adjacent to a runway or direction from the runway.

b. **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.**

c. Disseminate the following reported conditions as a NOTAM D:

1. Commissioning or decommissioning of a movement area or portions thereof. State the type of surface and lighting when known. State if unlighted.

Table – No Change

EXAMPLES-
*!ICT MEJ **RWY** 16/34 CMSND 4800X75 CONC/LGTD*

*!ICT MEJ **RWY** 17/35 CLSD PERM*

*!CDB AK05 **AD** CLSD PERM*

*!RIU O88 **AD** HELI DCMSND*

2. Movement area closures and openings.

EXAMPLES-
*!ANB A09 **AD** CLSD*

*!AOO PA06 **AD** CLSD TSNT*

*!BET BET **AD** CLSD EXC SKI*

*!AOO 29D **AD** CLSD EXC PPR 0330-1430 MON-FRI*

*!BUF D67 **AD** CLSD EXC HI-WING ACFT*

*!CEW CEW **AD** CLSD WEF **0709**041400-**0709**041800*

*!CDB AKA **AD** OPEN*

NOTE–
AKA airport was published as being closed.

EXAMPLES-
*!CLE 15G **AD** NOW PUBLIC*

*!CLE 15G **AD** NOW PRIVATE*

NOTES-
1. *First example shows 15G is now open to the public and a public-use airport.*

2. *The second example shows 15G is now closed to the public and is no longer a public-use airport. The FSS shall contact the USNOF to have 15G deleted from the NOTAM tables after the NOTAM has been cancelled.*

EXAMPLES−
!TYS TYS TWY C CLSD

!TYS TYS TWY A3, A4, A5 CLSD

!EKX EKX TWY ALL CLSD

!BNA BNA APRON NORTH APRON CLSD

3. Conditions that restrict or preclude the use of any portion of a runway, **a taxiway, a ramp, an apron** or a waterway.

EXAMPLE−
*!AOO 29D **RWY** 10 FIRST 1000 CLSD*

NOTE−
Runway 28 is not affected. The first 1,000 feet of runway 10 is closed for both landing and takeoff.

EXAMPLE−
*!AGC AGC **RWY** 10/28 W 900 CLSD*

NOTE−
Both Runways 10 and 28 are affected. This example is also used to show a threshold that has been relocated.

EXAMPLE−
*!BDL BDL **RWY** 6/24 CLSD EXC 1 HR PPR 203−627−3001WEF **0709**131300−**0709**132000*

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

EXAMPLE−
*!BNA BNA **RWY** 36 CLSD*

NOTE−
Runway 18 is not affected.

EXAMPLE−
*!ALS ALS **RWY** 20 THR DSPLCD 600 NONSTD*
MARKING

NOTE−
The first 600 feet of runway 20 is closed to landing aircraft. Aircraft departing on runway 20 or landing or departing runway 2 may use the full length. The threshold displacement is marked by nonstandard markings.

EXAMPLE−
*!BNA M54 **RWY** 18/36 CLSD JET*

NOTE−
Runways 18 and 36 are closed to jet aircraft. When closing a runway to a type of operation use the appropriate contractions, e.g., JET, ACR, SKED ACR, B747, etc.

EXAMPLE−
*!BIG BIG **RWY** 9/27 CLSD OVR 13500*

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.

EXAMPLE−
*!DAY I17 **RWY** 8/26 CLSD TGL*

NOTE−
Runways 8 and 26 closed to touch and go landing. When closing a runway to a given operation, use the appropriate contractions, e.g., TGL, TSNT, STUDENT, LDG, TKOF, etc.

EXAMPLES−
*!CMH CMH **RWY** 10R/28L CLSD EXC 10 MIN PPR 120000/OVR 1330-2200 DLY TIL **0710**172200*

*!GNV 31J **RWY** 10/28 E 3800 CLSD EXC 12500/OVR1200-2100 DLY*

*!ICT 3K7 **RWY** 17/35 CLSD 4000/OVR*

*!MCN CCO **RWY** 14/32 CLSD/PARL TWY 3000X75 AVBL DAY VMC/NO TSNT/NO PLA/NO STUDENT*

*!MLT MLT **RWY** 16/34 UNMKD*

*!ROW ROW **RWY** 3/21 CLSD EXC NE 9500 3 AVBL TKOF TIL **0711**211450*

!TYS TYS TWY A CLSD BTN TWY A2, A3

!DSM DSM RAMP SOUTH CARGO RAMP CLSD

!BNA BNA APRON EAST SIDE NORTH APRON CLSD

!EKX EKX AD CLSD NGT EXC 1 HR PPR

4. Runway friction measuring as reported by airport management.

(a) Readings issued in thirds of a runway for the landing runway(s) only. Do not combine runways into a single NOTAM. NOTAMs shall not be issued if all readings are above the value 40. If a NOTAM was issued and the airport manager advises that the readings are above 40, the previous NOTAM shall be cancelled.

EXAMPLES-
*!DCA DCA **RWY** 18 RFT MU 52/30/42 WEF **0**712251000*

*!RIC RIC **RWY** 36 TAP MU 20/20/20 WEF **0712**251200*

(b) Equipment status.

EXAMPLE-
*!MSP MSP **SVC** MU OTS*

REFERENCE−
AC 150/5200−30A, Airport Winter Safety and Operations.

5. When reported by airport management, braking action is reported as fair, poor, or nil.

EXAMPLES-
*!BTT BTT **RWY** 1/19 BA POOR WEF **0709**031200*

*!ANC Z15 **RWY** 1/19 BA NIL WEF **0709**041300*

*!AKN AKN **RWY** 18/36 BA POOR WEF **0708**051400*

*!ANC ANC **RWY** 1/19 BA FAIR WEF **0710**061500*

NOTES−
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. *Classify according to the most critical term used. The quality of the braking action is described by the terms ''fair,'' ''poor,'' and ''nil,'' as received from airport management. Combining airport management and PIREP information is appropriate only with airport management authorization.*

6. Change of runway identification.

EXAMPLES-
*!PRC SJN **RWY** 13/31 NOW **RWY** 14/32*

*!PRC SJN **RWY** 2/20 NOW **RWY** 3/21*

7. Rubber accumulation on the runways.

EXAMPLE-
*!MAF MAF **RWY** 16R/34L RUBBER ACCUM NW 2500*

o. Amend Paragraph 5-1-4, Reporting of Snow, Ice, Slush, and Water Conditions to read as follows:

5-1-4. REPORTING OF SNOW, ICE, SLUSH, AND WATER CONDITIONS

a. The term BARE is not to be used in NOTAMs.

REFERENCE−
ICAO Annex 15 and AC 150/5200−28, Notices to Airmen (NOTAMs) for Airport Operators.

b. Measurement. The depth is always expressed in terms of thin (less than 1/4 inch), 1/4 inch, 1/2 inch, and 1 inch. When 1 inch is reached, additional reports should be in multiples of 1 inch and the use of fractions discontinued. If a variable amount is reported, such as 3 to 5 inches, show the greater depth. When a snow depth of 35 inches is reached, additional reports should be in multiples of feet only. If a report is halfway between two reportable values, round-off to the next higher reportable value.

c. Coverage. Do not express the condition in terms of percentage of coverage. A surface not completely covered should be described as having patches of snow, ice, etc.; e.g., PTCHY 1/2 IN SNW (surface). The absence of a described surface indicates the entire landing area.

d. Conditions.

1. Snow.

EXAMPLE−
*!MIV MIV **RWY** 10/28 1/4 IN LSR WEF **0**712251505*

NOTE−
Millville runways 10 and 28 have one quarter inch of loose snow covering their runways and this NOTAM was observed at 0712251505.

EXAMPLE−
*!FAI INR **RWY** 16/34 18 IN LSR WEF **0711**132300*

NOTE−
McKinley Park's runways 16 and 34 have 18 inches of loose snow covering the runways.

EXAMPLE−
*!ENA 5HO **RWY** 16/34 THN PSR WEF **0709**131520*

NOTE−
Hope's runways 16 and 34 have a thin layer (less than a 1/4 inch) of packed or compacted snow.

EXAMPLE−
*!ENA CLP **RWY** 8/26 PTCHY THN WSR WEF **0712**132300*

NOTE−
Clarks Point's runways 8 and 26 have less than full coverage of a thin layer of wet snow (not slush).

EXAMPLE−
*!ENA AK63 **RWY** 1/19 1/2 IN SN WEF **0711**132359*

NOTE−
Twin Hill's runways 1 and 19 have 1/2 inch of undefined snow.

EXAMPLES−
*!ANI ANI **RWY** 10/28 THN LSR OVR 1 IN PSR WEF **0711**132000*

*!ANI ANI **RWY** 10/28 THN LSR OVR THN PSR WEF **0712**132000*

*!PAQ PAQ **RWY** 9/27 6 IN RUF FRZN SN WEF **0710**131900*

!TYS TYS TWY ALL EXC TWY G 2 IN LOOSE SN WEF 0712231220

!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN LOOSE SN WEF 0712292345

!BNA BNA APRON AIR CARGO APRON THN SN WEF 0711301645

!EKX EKX AD 6 IN LOOSE SN WEF 0712101500

2. Ice.

EXAMPLE−
*!AKN AKN **RWY** 11/29 THN IR WEF **0712**131750*

NOTE−
King Salmon's runways 11 and 29 have a thin layer of smooth ice or ice pellets.

EXAMPLE−
*!AKN AKN **RWY** 18/36 1 IN RUF IR WEF **0712**132145*

NOTE−
King Salmon's runways 18 and 36 are covered with 1 inch of rough ice (or frozen slush).

EXAMPLE−
*!ENA BGQ **RWY** 6/24 5 IN WSR OVR RUF IR WEF **0711**132230*

NOTE−
Big Lake's runways 6 and 24 are covered with 5 inches of wet snow, over rough ice, depth unknown.

EXAMPLES-
!TYS TYS TWY ALL EXC TWY G 1/2 IN ICE WEF 0712051430

!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN ICE WEF 0711220815

!BNA BNA APRON AIR CARGO APRON THN ICE WEF 0712020200

!EKX EKX AD 2 IN PTCHY SLUSH/ICE WEF 0711292215

3. Snow and ice.

EXAMPLE−
*!ENA BGQ **RWY** 6/24 5 IN SIR WEF **0710**131910*

NOTE−
Big Lake's runways 6 and 24 are covered with 5 inches of packed or compacted snow and ice. Do not use PSR/IR.

EXAMPLES-
!MOT MOT TWY ALL 1/2 IN LOOSE SN OVR ICE WEF 0712202200

!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN FRZN SN OVR ICE WEF 0712070700

!BNA BNA APRON AIR CARGO APRON THN SN OVR ICE WEF 0712251115

!EKX EKX AD 6 IN LOOSE SN OVR ICE WEF 0712011545

4. Slush.

EXAMPLE−
*!BTT BTT **RWY** 1/19 1 IN SLR WEF **0709**132100*

NOTE−
Bettles' runways 1 and 19 are covered with 1 inch of slush (not wet snow).

EXAMPLES−
*!IAD IAD **RWY** 1L/19R 1/2 IN FRZN SLR (may be described as RUF IR) WEF **0710**041600*

!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN SLUSH WEF 0712052210

!BNA BNA APRON AIR CARGO APRON SLUSH WEF 0712101200

!EKX EKX AD 1 IN SLUSH WEF 0711211235

!EKX EKX AD PTCHY 2 IN SLUSH/ICE WEF 0712242345

5. Water.

EXAMPLES−
*!CLE CLE **AD** 1/2 IN WTR WEF **0712**241700*

*!CLE CLE **AD** PTCHY 1/2 IN WTR WEF **0711**250900*

NOTE−
Do not refer to puddles.

EXAMPLES-
!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN WATER WEF 0708241205

!BNA BNA APRON AIR CARGO APRON 1 IN WATER WEF 0709102200

!EKX EKX AD 1 IN WTR WEF 0710101000

6. Drifting or drifted snow.

NOTE−
DRFT is used to describe one or more drifts. When the drifts are variable in depth, report the greater depth.

EXAMPLE−
*!SFF SFF **AD** 4 IN LOOSE SNOW 9 IN DRFT WEF **0711**071900*

NOTE−
Conditions prevail throughout the airport surface.

EXAMPLES−
*!AVP AVP **RWY** 4/22 5 IN DRFT WEF **0712**201600*

*!IPT IPT **RWY** 9/27 5 IN LSR 10 IN DRFT WEF **0712**051200*

!MEM MEM RAMP FEDEX FEEDER RAMP 4 IN DRFT WEF 0712091111

!BNA BNA APRON AIR CARGO APRON 3 IN DRFT WEF 0712152015

!EKX EKX AD 3 IN LOOSE SN 6 IN DRFT WEF 0712021000

7. Plowed/swept.

NOTE−
*PLW/swept are used when indicating that a portion of a surface has been plowed or swept and is either bare or has depth, coverage, and conditions different than the surrounding area. When known, the surrounding area items will be specified as RMNDR and listed after the plowed information. Plowed/swept is omitted when the entire runway**, taxiway, ramp or apron** has been plowed.*

EXAMPLE−
*!OQU OQU **RWY** 16/34 PLW 100 WIDE RMNDR 1/2 IN SIR WEF **0711**132112*

NOTE−
Quonset State's runway is wider than 100 feet and the area inside the center 100 feet is bare. The 1/2 inch of packed or compacted snow and ice (SIR) is outside the plowed area.

EXAMPLE−
*!FAI FAI **RWY** 1/19 PTCHY THN PSR SWEPT 75 WIDE WEF **0710**131530*

NOTE−
Fairbanks' runways 1 and 19 have patchy, thin-packed snow on them even though they have been swept.

EXAMPLES-
!MOT MOT TWY ALL PLW 50 WIDE RMNDR 6 IN LOOSE SN WEF 0712202200

!MEM MEM RAMP FEDEX FEEDER RAMP PTCHY THN ICE WEF 0712202000

!BNA BNA APRON AIR CARGO APRON EAST 1000 PLW WEF 0712202000

8. Sanded, deiced.

EXAMPLE−
*!MGW MGW **RWY** 18/36 1/2 IN IR SA WEF **0711**021300*

NOTE−
This means that the entire runway has been sanded. If less than the published dimensions have been treated, indicate the length and/or width.

EXAMPLE−
*!YAK YAK **RWY** 11/29 THN SIR SA 80 WIDE RMNDR BA POOR WEF **0712**061530*

NOTE−
Less than full width is sanded, and the conditions outside of the sanded area are as listed.

EXAMPLES−
*!IAD IAD **RWY** 12/30 DEICED LIQUID WEF **0712**172100*

*!IAD IAD **RWY** 12/30 DEICED SOLID 150 WIDE WEF **0712**061615*

NOTE−
Report the deicing material used as either ''LIQUID'' or ''SOLID,'' as this may have operational significance to the pilot.

EXAMPLES-
!MOT MOT TWY ALL DEICED SOLID WEF 0712202200

!MEM MEM RAMP FEDEX FEEDER RAMP DEICED LIQUID WEF 0712202000

!BNA BNA APRON AIR CARGO APRON DEICED LIQUID WEF 0712202000

!EKX EKX AD DEICED SOLID WEF 0712202000

9. Snowbanks.

EXAMPLES−
*!BTV BTV **RWY** 15/33 3 IN SN 24 IN SNBNK WEF **0711**111915*

*!BTV BTV **RWY** 15/33 2 IN LSR PLW 100 WIDE 24 IN SNBNK WEF **0712**101750*

*!BTV BTV **RWY** 15/33 2 IN LSR PLW 100 WIDE 10 IN BERM WEF **0710**091415*

NOTE−
Snow banks shall be assumed to be at the edge of a movement surface, or when plow/swept are used, at the edge of the plowed/swept area.

EXAMPLES-
!BGR BGR TWY ALL 4 FT SNBNK WEF 0712121200

!BGR BGR RAMP SE RAMP 6 FT WINDROWS WEF 0712201330

!BNA BNA APRON SOUTH AIR CARGO APRON 4 FT SNBNK WEF 0712292330

!EKX EKX AD 3 FT SNBNK WEF 0712012200

10. Mud.

EXAMPLES−
*!ENA ENA **RWY** 1/19 PTCHY 2 IN MUD WEF **0710**132140*

*!ENA ENA **RWY** 1/19 THN MUD WEF **0709**132210*

11. Frost.

EXAMPLE−
*!JNU **JN**U **AD** THN FROST WEF **0709**132315*

12. Frost Heave.

EXAMPLE−
*!BET BET **RWY** 11/29 FROST HEAVE NW 500 WEF **0711**050030*

13. Cracks.

EXAMPLE−
*!ORT TSG **RWY** 12/30 NMRS 5 IN CRACKS WEF **0712**050105*

14. Ruts.

EXAMPLE−
*!TAL TAL **RWY** 6/24 4 IN RUTS W 1000 WEF **0712**051400*

15. Soft Edge.

EXAMPLE−
*!TAL TAL **RWY** 6/24 SOFT EDGES WEF **0711**051622*

e. Every snow NOTAM shall have the time that the conditions were observed by the airport operator as the last element of the NOTAM. If no time was given, inquire as to when the condition was observed. If still unable to obtain a time, use the time when the NOTAM information was given to the flight service specialist. See snow NOTAM examples in subpara 5-1-4d for guidance.

p. Amend Paragraph 5-1-5, Certificated Airport Aircraft Rescue and Fire Fighting (ARFF), to read as follows:

5-1-5. CERTIFICATED AIRPORT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)

a. 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 subpara c, 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 shall have an ending time as obtained from airport management. If unable to obtain an ending time, add 48 hours to the time of receipt and advise airport management.

NOTES−
1. *The ARFF Index for each certificated airport is published in the AFD. Legend item 16 in the AFD lists indices and ARFF equipment requirements. ARFF Index Limited is not a NOTAM. At certificated airports listed in the AFD, 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*

2. *Permanent changes to the ARFF Index occurring during publication cycles are issued as FDC NOTAMs.*

REFERENCE−
Title 14 CFR Part 139.

EXAMPLES−
*!FTW FTW **SVC** ARFF VEHICLE OTS INDEX*
*UNCHANGED TIL **0710**242100*

*!FTW FTW **SVC** ARFF VEHICLE OTS INDEX*
*UNCHANGED TIL **0709**072200*

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

EXAMPLE−
*!FTW FTW **SVC** ARFF NOW INDEX A TIL **0709**072300*

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

c. If the ARFF Index is listed in the AFD as A and the ARFF vehicle is out of service, issue the following NOTAM:

EXAMPLE−
*!STS STS **SVC** ARFF UNAVBL/AP CLSD TO ACR MORE THAN 30 PAX*

q. Amend Paragraph 5-1-6, Continuous Snow Removal Operations on Multiple Runways, to read:

5-1-6. CONTINUOUS SNOW REMOVAL OPERATIONS ON MULTIPLE RUNWAYS

A single NOTAM may be issued for continuous snow on alternating runways when all of the following conditions are met: removal operations

a. The air traffic control tower is in operation during the valid period of the NOTAM.

b. Anticipated alternating closure time for each runway is two hours or less.

c. Maximum valid time is limited to the period of continuous alternating snow removal.

d. Operations are based on a Letter of Agreement between airport management and the FSS and ATCT.

EXAMPLES–
*!DEN DEN **RWY** ALL RWYS ALTNLY CLSD SNOW REMOVAL WEF **0710**231500*

*!SLC SLC **RWY** INST RWYS ALTNLY CLSD SNOW REMOVAL WEF **0711**241600*

*!DEN DEN **RWY** ALL RWYS ALTNLY CLSD ICE REMOVAL WEF **0712**251700*

*!SLC SLC **RWY** INST RWYS ALTNLY CLSD ICE REMOVAL WEF **0711**261800*

r. Amend Paragraph 5-1-7, NOTAM (L) Movement Area Information, to read as follows:

5-1-7. PERSONNEL AND EQUIPMENT WORKING (PAEW)

a. Any NOTAM associated with Personnel and Equipment Working (PAEW) on or adjacent to a runway, taxiway, ramp, or apron shall begin with one of the following keywords: RWY, TWY, RAMP, or APRON. Additionally, the appropriate direction shall be specified.

EXAMPLES-
!IAD IAD RWY 1L/19R PAEW

!IAD IAD RWY 1L/19R PAEW ADJ

!CHO CHO RWY 23 PAEW FIRST 500 ALONG SE SIDE

NOTE-
This criteria is used for runway checks and other events of short durations. Otherwise the runway should be closed.

EXAMPLES-
!SBY SBY TWY E PAEW SOUTH SIDE BTN RWY 5 / TWY G

!MEM MEM RAMP WEST FEDEX FEEDER RAMP PAEW TIL 0712260400

!BNA BNA APRON AIR CARGO APRON PAEW TIL 0712232000

s. Amend Paragraph 5-2-1, General, to read as follows:

5-2-1. GENERAL

a. Originate NOTAMs concerning conditions of lighting aids you are responsible for controlling or monitoring.

b. Report outages or irregular operations of all lighting aids within your flight plan area. Conditions requiring a NOTAM should be coordinated with the appropriate air traffic facilities.

c. Insert new paragraph to read as follows: "**Obstructions including those with light outages shall be prefaced with OBST as a keyword following the Location Identifier. Obstructions include towers, cranes, stacks, etc. Height is identified as MSL (when known) and AGL. LGTS OTS refers to a top light or flashing obstruction light regardless of its position. Obstruction lights on terrain (hills) are identified as MSL only."**

d. Commercial operators are required to report the improper functioning of any obstruction light or lights by telephone to the nearest flight service station or office of the FAA. Reporting the operating status of other types of obstruction lights is the responsibility of the operator.

REFERENCE−
47 CFR Section 17.48.

e. The following information is required when reports are received concerning an obstruction light outage:

1. Height of the obstruction in MSL (if known) and AGL.

EXAMPLES-
*!SBY SBY **OBST** TOWER UKN (235 AGL) 3 NW UNLGTD (ASR NUMBER) TIL **0709**302300*

NOTE−
When MSL is unknown, indicate in the text of the NOTAM.

*!MIV N52 **OBST** TOWER 580 (195 AGL) 1.44 SW UNLGTD (ASR NUMBER) TIL **0710**302300*

!PIE CLW OBST CRANE 195 (125 AGL) .25 NE (2755N08241W) UNLGTD TIL 0711032000

NOTE –
Insert latitude/longitude, if known, immediately after cardinal direction in the format shown above.

2. Location in nautical miles and 16 points of the compass from the nearest airport.

3. Name, title (if appropriate), and telephone number of the person making the report.

4. When possible, name, title (if appropriate), and telephone number of person responsible for the obstruction lights if other than subpara e3, above.

5. Return-to-service time. See subpara 5−2−2d13(e).

6. Antenna structure registration number (ASR) see subpara 5−2−2d13(f).

t. Amend Paragraph 5-2-2, NOTAM (D) Lighting Aids, to read as follows:

5-2-2. NOTAM (D) LIGHTING AIDS

a. The flight service specialist is responsible for formatting the information correctly.

NOTE−
The examples used in this order are representative of the format discussed in this paragraph.

b. For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.

c. Disseminate NOTAMs on lighting aids for public-use civil landing areas listed in the AFD.

d. Disseminate information about commissioning, decommissioning, or outages of these lighting systems as follows:

1. Approach light systems (ALS).

(a) When commissioning approach light systems, indicate the exact type of system; e.g., MALSR, etc.

EXAMPLE−
*!ANB EUF **RWY** 36 MALSR CMSN WEF **0709**112300*

(b) Once commissioned and published, approach light systems need only be shown as ALS.

EXAMPLES−
*!ANB EUF **RWY** 36 ALS DCMSN*

*!ANB EUF **RWY** 18 ALS OTS*

2. Sequence Flashing Lights (SFL/RAIL).

EXAMPLES−
*!ANB EUF **RWY** 18 SFL OTS*

*!ANB EUF **RWY** 18 RAIL OTS*

3. Visual Approach Lighting Systems.

(a) Visual Approach Slope Indicator (VASI).

EXAMPLES−
!SBY SBY RWY VASI OTS

!RIC RIC RWY 22 VASI LEFT SIDE OTS

NOTE−
Partial operation may occur with VASI−12 and VASI−16 systems where the light units are located on both sides of the runway.

(b) Precision Approach Path Indicator (PAPI).

EXAMPLE−
!IAD IAD RWY 1L PAPI OTS

(c) Runway End Identifier Lights (REIL).

EXAMPLE−
!DCA DCA RWY 18 REIL OTS

(d) Threshold lights (THR LGTS).

EXAMPLE−
!SAV SAV RWY 27 THR LGTS OTS

4. Runway edge lights (RWY LGTS).

(a) When commissioning runway edge light systems, indicate the exact type of system; e.g., LIRL, MIRL, HIRL, etc.

EXAMPLE−
!DRI 0R9 ***RWY*** *13/31 MIRL CMSN*

(b) Once commissioned and published, runway edge lights shall only be shown as RWY LGTS.

EXAMPLE−
!BNA BNA ***RWY*** *13/31 RWY LGTS OTS*

(c) Runway lights obscured due to snow and ice.

EXAMPLE−
!BTV BTV ***RWY*** *LGTS OBSC WEF* ***0710****131300−****0710****141300*

NOTES−
1*. All runway lights are completely obscured. The reason for the obscuration should not be reported.*

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

5. Runway centerline light system (RCLL).

EXAMPLE−
!ATL ATL ***RWY*** *8R/26L RCLL OTS*

6. Touchdown zone lights (TDZ LGT).

EXAMPLE−
!ATL ATL ***RWY*** *8R TDZ LGT OTS*

7. Lead-in light system (RLLS).

EXAMPLE−
*!DCA DCA **RWY** 18 RLLS OTS*

8. Airport lighting total power failure.

EXAMPLE−
*!SPA SPA **AD** LGT OTS*

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

EXAMPLES−
*!SBY SBY **SVC** PCL OTS*

*!ANB EUF **RWY** 18/36 RWY LGTS PCL OTS*

*!BFD 8G5 **RWY** LGTS PCL CMSND KEY 122.7 7 TIMES HIGH/5 TIMES MED/3 TIMES LOW INTST 0200−1100 DLY*

*!SBY SBY **SVC** PCL NOW 122.8*

NOTE−
PCL frequency need not be an ATC frequency.

10. Lighted Signage.

EXAMPLES−
*!ABQ ELP **RWY** 4 TWY M HOLD SIGN UNLGTD*

*!SEA SEA **RWY** 16R STOP BAR LGT OTS*

11. Taxiway Lighting.

(a) Taxiway and taxiway centerline lights.

EXAMPLES−
!SHD SHD TWY ALL TWY LGTS OTS

!ROA ROA TWY A CNTRLN LGTS OTS FRM A TO D

(b) Turnoff lights.

EXAMPLE−
!IAD IAD RWY 1L TWY Y4 TURNOFF LGTS OTS

12. Airport rotating beacons (ABN).

EXAMPLE−
*!SPA SPA **AD** ABN OTS*

13. Obstruction light outages that meet one or more of the following criteria shall include a return-to-service time:

(a) All obstruction light outages within a 5-statute mile (4.3 nautical miles) radius of an airport, or obstruction light outages outside a 5-statute mile radius that exceed 200 feet above ground level (AGL).

EXAMPLES−
*!MIV N52 **OBST** TOWER 580 (195 AGL) 1.44 SW LGTS OTS (ASR NUMBER) TIL **0711**302300*

*!GSP GSP **OBST** TOWER 1528 (564 AGL) 12 E LGTS OTS (ASR NUMBER) TIL **0710**291930*

*!PWK PWK **OBST** TOWER 1049 (330 AGL) OBK014007 LGTS OTS (ASR NUMBER) TIL **0709**301915*

(b) Location is within 500 feet either side of the centerline of a charted helicopter route. Use a fix-radial-distance as the reference point with the affected location being the nearest public-use airport in your flight plan area.

EXAMPLE−
*!MIV 2N6 **OBST** TOWER 314 (231 AGL) 4.3 NNW LGTS OTS (ASR 1055889) TIL **0711**302300*

REFERENCE−
14 CFR Section 77.23.

NOTE−
Types of obstructions are towers, cranes, stacks, etc. Height is identified as MSL (when known) and AGL.LGTS OTS refers to a top light or flashing obstruction light regardless of its position. Cranes marked by a flag and lowered during the night hours do not require the issuance of a NOTAM. Obstruction lights on terrain (hills) are identified as MSL only.

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

(d) When an obstruction light outage NOTAM is auto canceled after 15 days, the canceled NOTAM, including the tower number/ASR number (antenna structure registration number), will be faxed to the appropriate FCC field office. The ASR number shall be obtained from the sponsor when the outage is called in, and will be put in the text of the NOTAM.

EXAMPLE−
*!MIV 06/001 2N6 **OBST** TOWER 314 (231 AGL) 4.3 NNW LGTS OTS (ASR 1055889) TIL **0712**302300*

NOTE−
Appendix 6 lists FCC Field Office FAX numbers.

u. Insert new Paragraph 5-2-3, Moored Balloons and Kites to read as follows:

5-2-3. 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:

a. Date/time the activity will begin.

b. Size of the affected area in a nautical mile radius.

c. Location of the center of the affected area in relation to the nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.

1. Also include reference to the nearest public-use airport when the center of the activity is 25 nautical miles or less from the nearest public-use airport.

2. The nearest public-use airport when the center of the activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC.

EXAMPLES-
!SJT SJT OBST MOORED BALLOON 1 NMR SJT095018 510/BLW WEF 0709251400-0709261400

!SJT SJT OBST MOORED BALLOON 30 NE 1 NMR 610/BLW TIL 0710271700

!ABQ ABQ OBST KITE 1 NMR ABQ020002 505/BLW WEF 0710011900-0710012100

v. Amend Paragraph 5-3-1, General, to read as follows:

5-3-1. GENERAL

a. Originate NOTAMs concerning NAVAIDs for which your facility has monitor responsibility.

b. NAVAID NOTAMs will be prefaced with the keyword NAV following the Location Identifier.

w. Amend example after Paragraph 5-3-5, UNMONITORED NAVAIDS, to read:
EXAMPLE-
!DCA LDN NAV VOR UNMNT

x. Amend Paragraph 5-3-6, Category 2 and 3 Instrument Landing System Status, to read:

5-3-6. CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM STATUS

Title thru b9 – No Change

EXAMPLES-
!ATL ATL ***NAV RWY*** *8L ILS CAT 2 NA*

!ATL ATL ***NAV RWY*** *8L ILS CAT 3 NA*

!ATL ATL ***NAV RWY*** *8L ILS CAT 2/3 NA WEF* ***0711****251600-****0711****251900*

No further changes to the paragraph

y. Amend Paragraph 5-3-7, NOTAM (D) NAVAID, to read as follows:

5-3-7. NOTAM (D) NAVAID

Title thru a – No Change

b. **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.**

Subparagraph c thru d – No Change

d. Amend examples after subparagraph d as follows:

EXAMPLES-

*!SAV SAV **NAV** VOR UNUSBL 010-030 BYD 35 BLW 10000*

*!PNC PER **NAV** VOR UNUSBL 045-060 BYD 20 BLW 2000*

*!FMN FMN **NAV** VOR UNUSBL 090-180/270-360 BYD 25 BLW 5000*

e. Instrument Landing Systems (ILS). Distinguish components of an ILS from non-precision approach NAVAIDs by preceding the component with the runway number followed by ‘‘ILS’’ (including single ILS airports).

EXAMPLES-

*!SHV SHV **NAV** **RWY** 32 ILS 110.3 CMSN*

*!SHV SHV **NAV** **RWY** 5 ILS DCMSN*

*!DCA DCA **NAV** **RWY** 18 ILS LLZ OTS*

*!IAD IAD **NAV** **RWY** 30 ILS LLZ RTS*

*!CDR CDR **NAV** **RWY** 2 ILS GP/OM/MM OTS*

*!CDR CDR **NAV** **RWY** 2 ILS FAN MKR OTS*

*!ANB EUF **NAV** **RWY** 18 ILS GP UNUSBL BLW 768*

*!ANB EUF **NAV** **RWY** 36 ILS GP UNUSBL CPD APCH BLW 1240*

NOTE−

At airports that have LLZ approaches only, precede the outage with “ILS.” Fan markers are NOTAM material as long as they are associated with an ILS approach.

REFERENCE−

FAAO 8260.3, Chapter 9.

NOTE−

The distinction between ILS and MLS must be shown since both systems may be commissioned and operating to serve the same runway. When all components of the ILS/MLS are OTS, it is not necessary to identify each component.

f. Microwave Landing Systems (MLS).

EXAMPLES-

*!ICT ICT **NAV** **RWY** 19L MLS CHAN 556 CMSN*

*!ICT ICT **NAV** **RWY** 19L MLS DCMSN*

*!ICT ICT **NAV** **RWY** 19L MLS ELEV OTS*

*!ICT ICT **NAV** **RWY** 19L MLS AZM OTS*

*!BNA BNA **NAV** **RWY** 31 MLS AZM UNUSBL BYD 23 BLW 2400*

g. Simplified directional facility (SDF).

EXAMPLE-
*!BKW I07 **NAV** **RWY** 4 SDF OTS*

h. Localizer type directional aid (LDA)

EXAMPLE-
*!DCA DCA **NAV** **RWY** 19 ROSSLYN LDA OTS*
!EKN EKN NAV LDA OTS

i. VOR/DME

EXAMPLES-
*!OJC OJC **NAV** VOR/DME 113.0/CHAN 77 CMSN*

*!OJC OJC **NAV** VOR/DME DCMSN*

*!OJC OJC **NAV** VOR OTS*

*!OJC OJC **NAV** DME OTS*

j. VORTAC

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

EXAMPLES-
*!GSO GSO **NAV** VORTAC 116.2/CHAN 109 CMSN*

*!GSO GSO **NAV** VORTAC DCMSN*

*!GSO GSO **NAV** VORTAC OTS*

*!OJC OJC **NAV** VORTAC OTS*

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

EXAMPLE-
*!GSO GSO **NAV** VOR OTS*

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

EXAMPLE-
*!GSO GSO **NAV** TACAN OTS*

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 OTS*

5. VOT - out of service

EXAMPLE-
*!SBY SBY **NAV** VOT OTS WEF **0710**242000-**0710**250300*

k. TVOR

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

EXAMPLE-
*!ILN ILN **NAV** MXQ VOR OTS*

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

EXAMPLE-
*!DAY XUB **NAV** VOR OTS*

l. NDB or NDB/LO as follows:

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

EXAMPLE-
*!DCA DCA **NAV** GTN NDB OTS*

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 OTS*

NOTES−
1. *PNJ serves TEB and CDW.*

2. *Except in Alaska, collocated NDB/LOs are assigned five letter names. All other NDBs are assigned three letter identifiers.*

3. NDB/LO outages.

(a) NDB/LO serving one airport shall be issued with the three letter identifier of the airport as the affected location.

EXAMPLES-
*!SBY SBY **NAV** **RWY** 32 COLBE NDB/ILS LO OTS WEF **0709**241430-**0709**241700*

*!SUS SUS **NAV** **RWY** 8R SNOOP NDB/ILS LO OTS*

(b) NDB/LO serving more than one airport shall 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** **RWY** 9 HUGGY NDB/ILS LO OTS WEF **0710**241300-**0710**241700*

*!FLV FLV **NAV** HUGGY NDB OTS WEF **0711**241300-**0711**241700*

NOTE−
In the above examples, Huggy NDB serves as a LO to runway 9 at Kansas City Intl (MCI) and issued by Columbia (COU), Missouri AFSS. It also serves Fort Leavenworth/Sherman AAF (FLV), Kansas, as an NDB and issued by Wichita (ICT), Kansas.

m. NAVAID identification change.

EXAMPLE-
*!IND IND **NAV** VORTAC ID NOW VHP*

NOTE−
When the NOTAM is cancelled, the FSS shall notify the USNOF to have the old identifier deleted from the NOTAM tables.

n. Radar is out and expected by technical operations personnel to remain out for more than 30 minutes. Radar services for en route facilities are described using ARSR. Radar services for terminal facilities are described using GCA, SSR, PAR, and TAR. The contraction ‘‘RADAR SVC’’ shall not be used. When describing the radar service, do not use the model number. The identifier used for the issuance of NOTAMs for en route facilities shall be the name of the ARSR site affected. List the service restrictions with reference to the nearest NAVAID. Identifiers used for the issuance of NOTAMs for terminal facilities shall be the location identifier affected.

EXAMPLES-
*!ZTL ZTL **SVC** MAIDEN ARSR OTS TFC NON-RADAR ON AIRWAYS/NO FLT FLWG AOB 10000 W/I 50NM BZM VOR WEF **0711**081300-**0711**122100*

*!ZHU ZHU **SVC** MOBILE ARSR OTS WEF **0710**301200-**0710**301730*

*!IAD IAD **SVC** TAR/SSR OTS*

*!DCA DAA **SVC** GCA UNAVBL*

*!DCA ADW **SVC** PAR OTS*

*!CRW CRW **SVC** TAR OTS*

*!CRW CRW **SVC** SSR OTS*

*!RDU RDU **SVC** ATIS OTS*

*!GSO GSO **SVC** ATIS 128.55 CMSND*

*!CRW CRW **SVC** EFAS (or HIWAS) UNAVBL*

*!ENA ENA **SVC** LAA UNAVBL*

***NOTE**- Local Airport Advisory Service Available*

o. Long - range navigational systems.

1. Loran navigational aid outages will be reported directly to the USNOF by the U.S. Coast Guard monitoring facilities. The USNOF will issue NOTAMs under the affected location "LRN" by station letter.

2. All GPS navigational aid outages will be reported directly to the USNOF by AFSPACECOM monitoring facility. The USNOF will issue NOTAMs under the accountability "GPS" with an affected location of "GPS."

EXAMPLE-
*!GPS GPS **NAV** PRN 16 OTS*

NOTE-
*Global position system **pseudorandom noise (PRN)** number 16 is out of service until further notice.*

EXAMPLE-
*!GPS GPS **NAV** PRN 16 OTS WEF **0709**231600-**0709**242300*

NOTES−
***1.** Global position system pseudorandom noise number 16 is out of service from **September** twenty-third two thousand seven at sixteen hundred until **September** twenty-fourth two thousand **seven** at twenty-three hundred.*

***2.** GPS outages will be issued internationally under the affected location of "KNMH."*

3. Use standard request/reply procedures to obtain all current LORAN−C and GPS NOTAMs.

EXAMPLES-
GG KDZZNAXX 121413 KDCAYFYX
)SVC RQ DOM LOC=LRN,GPS

or

GG KDZZNAXX 121413 KDCAYFYX
)SVC RQ INT LOC=KNMH

M1FC:
ORIGIN: PRECEDENCE:GG TIME: ACK:N ADDR:KDZZNAXX TEXT:
)SVC RQ DOM LOC=LRN,GPS

or

ORIGIN: PRECEDENCE:GG TIME: ACK:N ADDR:KDZZNAXX TEXT:
)SVC RQ INT LOC=KNMH

NOTE−
LORAN and GPS operations are included in the Aeronautical Information Manual.

4. All GPS test/anomaly NOTAMs will be reported to the USNOF by the Technical Operations ATC Spectrum Engineering Services, Spectrum Assignment and Engineering Services. The USNOF will issue NOTAMs under the accountability "GPS" with an affected location of the associated center.

EXAMPLE−
*!GPS 10/017 ZAB **NAV** GPS SIGNAL UNREL CONE SHAPED WI 257 NMR FHU FL400/ABV TO 135 NMR NEAR 10000 TO 96 NMR AT 5000 TO 76 NMR AT 3000 TO 48 NMR AT 1000 0600−1200 DLY WEF **0711**160600−**0711**191200*

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

p. Wide Area Augmentation System (WAAS).

1. WAAS area wide NOTAMs are issued when WAAS assets are out of service and will contain the term "UNAVAILABLE." They may also be issued when the WAAS vertical and/or lateral availability for a large area is predicted to be "UNRELIABLE." These NOTAMs are generated by an automated Service Volume Model (SVM) tool or from the NOCC. They will be issued by the USNOF 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.

EXAMPLES−
*!KFDC KFDC WAAS ATLANTIC SATELLITE UNAVBL, WAAS LPV AND LNAV/VNAV MNM UNAVBL EAST OF 110 DEGREE WEST LONGITUDE FOR CONUS AND PUERTO RICO WEF **0**709241600*

*!FDC FDC WAAS UNREL 341100N/1245600W TO 345100N/1232200W TO 342600N/1231900W TO 341700N/1245300W OR THE AML120123 TO AML190200 TO RIC270150 TO RIC3602321 WEF **0**709231200*

*!FDC ZDC WAAS LPV AND LNAV/VNAV MNM UNREL WEF **0**709241400−**0**709241600*

NOTE−
The first example shows the WAAS Atlantic Ocean Region West Geostationary Satellite serving the Eastern part of the United States being out of service. The second example is issued when WAAS LNAV is predicted to be unreliable over a geographical area due to WAAS assets and/or GPS satellite outages. The third example indicates WAAS vertical guidance LPV and LNAV/VNAV for all airports with RNAV approaches in the Washington Center airspace are predicted to be unreliable.

2. WAAS site specific NOTAMs are issued when the WAAS SVM predicts vertical and/or lateral availability for an airport will not be available. Site specific NOTAMs will use the term "UNRELIABLE." MILOPS sends SVM predictions in NOTAM format to the FSS for entering the WAAS site specific NOTAMs into the U.S. NOTAM system (USNS).

EXAMPLES-
*!OSH OSH **NAV** WAAS LPV AND LNAV/VNAV MNM UNREL WEF **0**710231700-**0**710231930*

*!DCA DCA **NAV** WAAS MNM UNREL WEF **0709**241500-**0709**241630*

NOTE−
The first example indicates the LPV and LNAV/VNAV minimums for Area Navigation (RNAV) approaches at Oshkosh are predicted to be unreliable for WAAS−equipped aircraft. The second example is for all RNAV minimums (LNAV, LNAV/VNAV, and LPV) at Reagan National are predicted to be unreliable for WAAS−equipped aircraft.

3. If a failure occurs and the MILOPS server cannot distribute these NOTAM requests to either the FSS or NOTAM office, a fax message will be generated to whichever facility needs to issue a WAAS NOTAM. Using this fax message, an area-wide or site specific NOTAM will then be submitted into the USNS for the generation of a WAAS NOTAM.

q. Ground Based Transceiver.

1. When a GBT is out of service and/or expected by Technical Operations personnel to be out of service for more than 30 minutes, issued a NOTAM D

2. The identifier used for the issuance of NOTAMs shall be the 3−letter identification where the GBT is located.

EXAMPLES-
*!BET BET **NAV** GBT OTS*

*!ANI ANI **NAV** GBT OTS WEF **0**709211600-**0**709211900*

z. Amend Paragraph 5-3-8, Hours of Operation, to read:

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** **RWY** 32 ILS UNMNT 0200−0900 DLY*

aa. Amend Paragraph 5-4-3, NOTAM (D) Communication Outlets, to read as follows:

5-4-3. NOTAM (D) COMMUNICATION OUTLETS

Title thru a. – No Change

b. Replace current sentence with: **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.**

c. Disseminate the following conditions as NOTAM D pertaining to the operation of communications outlets that are part of the NAS when an outage occurs or when a scheduled shutdown is expected to be more than 1 hour.

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

EXAMPLE-
*!GSO GSO **COM** RCO 122.55 CMSND*

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

EXAMPLES-
*!INW INW **COM** RCO 122.6 OTS*

NOTE−
*Winslow's other frequency 255.4 is still operating. If both were out of service, you would just put "INW **COM** RCO OTS."*

*!DCA PSK **COM** CD OTS*

*!BNA MBT **COM** GCO 135.075 OTS*

*!ENA ENA **COM** LAA 123.6 OTS*

NOTE-
Local Airport Advisory frequency out of service

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

EXAMPLES-
*!DCA PSK **COM** RCO OTS*

*!IPT IPT **COM** VOR VOICE OTS*

*!DCA OKV **COM** RTR OTS*

*!FAI FAI **COM** FISH RCO OTS*

*!GCK GCK **COM** RCAG OTS WEF **0**711020500*

NOTE−
If the NAVAID is out of service or unmonitored, no additional NOTAM is required for the VOICE which is automatically out of service.

2. EFAS/HIWAS:

(a) Outage of communications outlets shall be advertised as a separate NOTAM for each outlet.

EXAMPLES-
*!CRW CRW **COM** EFAS OUTLET 122.0 OTS*

*!BGR BGR **COM** EFAS OUTLET 133.925 OTS*

*!LYH LYH **COM** HIWAS OUTLET OTS*

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

EXAMPLES−
*!LYH LYH **COM** EFAS (or HIWAS) (freq) CMSND*

*!CRW CRW **COM** EFAS OUTLET 133.925 CMSND*

NOTE−
Individual outlet NOTAMs shall be issued by the FSS facility that has NOTAM responsibility for the outlet after notification by the FWCS or the HIWAS broadcast facility.

bb. Amend Paragraph 5-5-1, General, by inserting new sentence after current end of paragraph to read: **NOTAMs associated with any affected service will be prefaced with the keyword SVC following the Location Identifier** and replace Paragraph 5-5-2b, NOTAM D Services, with: **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.** Delete the ADP code table following Paragraph 5-5-2b.

cc. Amend Paragraph 5-5-3, Hours of Operation, to read as follows:

5-5-3. HOURS OF OPERATION

Disseminate the following conditions as NOTAM:

a. Change in the hours of operation an air traffic control facility or a service; e.g., EFAS, due to other than seasonal daylight time changes.

EXAMPLES-
*!SBY SBY **SVC** FSS CLSD WEF **0711**060200-**0711**061200*

*!ROA ROA **SVC** TWR CLSD TIL **0712**061330*

*!SHD SHD **SVC** TWR 1215-0300 MON-FRI/1430-2300 SAT/1600-0100/SUN TIL **0710**170100*

*!GNV 31J **SVC** TWR CLSD 0300-1215 MON-FRI/2300-1430 SAT/0100-1600/SUN TIL **0710**301600*

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 1400-2100 DLY*

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

EXAMPLE-
*!PBF PBF **SVC** TEMPO TWR LC 121.0 1400-2100 DLY*

NOTE−
Services for a temporary tower are available between 1400 and 2100 daily, 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 LC 121.0 GC 121.7 1400-2100 DLY*

NOTE−
Services for a temporary tower are available between 1400 and 2100 daily; 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 LC/CD 121.0 1400-2100 DLY*

NOTE−
Services for a temporary tower are available between 1400 and 2100 daily, and frequency 121.0 will be used to control arriving and departing aircraft from the designated runway(s) and for issuing IFR clearances.

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

1. ARTCCs.

EXAMPLE-
*!DCA ZDC **SVC** WASHINGTON ARTCC OTS*

2. Approach control.

EXAMPLES-
*!DCA ZDC **SVC** GREENSBORO APPROACH CONTROL OTS*

*!MCN ZTL **SVC** GREENSBORO APPROACH CONTROL OTS*

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

3. Flight service stations.

EXAMPLES-
*!MIA ZMA **SVC** ST. PETERSBURG AFSS OTS*

*!GNV ZJX **SVC** ST. PETERSBURG AFSS OTS*

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 OTS*

No further change to the paragraph

dd. Amend Paragraph 5-5-4, Fuel Unavailability, to read as follows:

5-5-4. FUEL UNAVAILABILITY

Issue a NOTAM if any type of fuel, as published, is temporarily unavailable.

EXAMPLE-
*!CXO ARM **SVC** 100LL FUEL UNAVBL WEF **0**711011200-**0**711041800*

ee. Amend Paragraph 5-5-5 (formerly Paragraph 6-1-1), **NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT**, to read as follows:

5-5-5. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT

Title thru c. – No Change

d. **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.**

e. Disseminate the following conditions as NOTAM

1. Commissioning or decommissioning of weather reporting. When commissioning an automated system which has a frequency/telephone number, include that information in the NOTAM.

EXAMPLES-
*!DAN DAN **SVC** AWOS-3 CMSN 120.3/202-426-8000*

*!INT INT **SVC** LAWRS CMSN*

*!DRT DRT **SVC** AMOS DCMSN*

*!PBF PBF **SVC** WX REP DCMSN*

2. The failure or non-availability of weather reporting.

EXAMPLES-
*!DAN DAN **SVC** AWOS-3 ALSTG NOT AVBL*

NOTE−
The AWOS−3 altimeter setting is being reported as ‘‘missing’’ on the weather report.

*!DDC DDC **SVC** WX REP NOT AVBL 0600-2200 DLY*

EXAMPLE-
*!PBF PBF **SVC** WX REP NOT AVBL*

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

3. AWOS unreliable/inaccurate elements.

EXAMPLES-
*!MLC MLC **SVC** ALSTG UNREL*

*!PWA PWA **SVC** CIG UNREL*

*!COU COU **SVC** WND UNREL*

*!SJT SJT **SVC** T UNREL*

*!DRI DRI **SVC** CIG/VIS UNREL*

NOTE−
Any element(s); i.e., ceiling, visibility, wind, temperature, dew point, and altimeter setting, being disseminated in the weather report is unreliable and/or inaccurate.

4. The broadcast frequency of the ASOS or AWOS is inoperative or returned to service.

EXAMPLES-
*!DAN DAN **SVC** AWOS 120.3 OTS*

*!LOZ LOZ **SVC** ASOS 119.075 RTS*

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

ff. Amend Paragraph 5-5-6 (formerly Paragraph 6-1-2), **LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS),** to read as follows:

5-5-6. LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)

Issue a NOTAM if a system failure rendering the LLWAS unusable is reported. NOTAMs are not issued for failure of individual system components, such as a remote sensor.

EXAMPLE−
*!IAD IAD **SVC** LLWAS OTS*

gg. Amend Paragraph 5-5-7 (formerly Paragraph 6-1-3), **RUNWAY VISUAL RANGE**, to read as follows:

5-5-7. RUNWAY VISUAL RANGE

Issue a NOTAM on runway visual range (RVR), RVR midpoint (RVRM), RVR touchdown (RVRT), and RVR rollout (RVRR). NOTAMs are not issued for failure of individual system components, such as a remote sensor.

EXAMPLES-
*!BWI **BWI SVC RWY** 10 RVRR OTS*

*!BWI BWI **SVC RWY** 28 RVR OTS*

hh. Amend Paragraph 5-5-8 (formerly Paragraph 6-1-4), **TERMINAL DOPPLER WEATHER RADAR**, to read as follows:

5-5-8. TERMINAL DOPPLER WEATHER RADAR (TDWR)

Issue a NOTAM if a system failure rendering the TDWR unusable is reported. NOTAMs are not issued for failure of individual system components, such as a remote sensor.

EXAMPLES-
*!BWI BWI **SVC** TDWR OTS*

*!BWI BWI **SVC** TDWR CMSND*

ii. Rename Chapter 6, Section 1, "AIRSPACE."

jj. Amend Paragraph 6-1-1 re-titled, GENERAL, to read: **Airspace NOTAMs will be prefaced with the keyword AIRSPACE following the Location Identifier**.

kk. Amend Paragraph 6-1-2 (formerly Paragraph 6-2-1), FORMATTING AIRSPACE NOTAM (D)**'**S, by re-numbering from 6-2-1 to 6-1-2.

ll. Amend the former Paragraph 6-2-1b (NOTAMs for airspace …) to read: "**For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION."** Delete the ADP table following this subparagraph.

mm. Amend Paragraph 6-1-3 by re-numbering former Paragraph 6-2-2, NOTAM (D) HOURS OF OPERATION SURFACE AREAS, to Paragraph 6-1-3.

nn. Amend Paragraph 6-1-3 by inserting current examples after new Paragraph 6-1-3, NOTAM (D) HOURS OF OPERATION SURFACE AREAS, to read:

EXAMPLES−
*!HEF HEF **AIRSPACE** CESA HRS 0730-1700 DLY TIL **0**709011700*

*!LYH LYH **AIRSPACE** CDSA HRS 0615-2100 MON-FRI /0830-1700 SAT/1000-1900 SUN TIL **0710121900***

oo. Amend Paragraph 6-1-4 by re-numbering former Paragraph 6-2-3, **RESTRICTED AREAS**, to Paragraph 6-1-4.

pp. Amend Paragraph 6-1-4 by inserting current examples after new Paragraph 6-1-4, **RESTRICTED AREAS**, to read:

EXAMPLE−
Single:
*!IPT RAV **AIRSPACE** R5802A ACT TIL **0711**211230*

EXAMPLES−
Bracketed:
*!PIE OMN **AIRSPACE** R2907A ACT TIL **0710**211800*

*!OCF OCF **AIRSPACE** R2907A ACT TIL **0709**211800*

qq. Amend Paragraph 6-1-5 by re-numbering former Paragraph 6-2-4, **AIRSPACE AND ALTITUDE RESERVATIONS**, as Paragraph 6-1-5.

rr. Amend Paragraph 6-1-5 by inserting current examples in new Paragraph 6-1-5, **AIRSPACE AND ALTITUDE RESERVATIONS**, to read:

EXAMPLES−

*!CARF ZNY **AIRSPACE** STATIONARY AIRSPACE RESERVATION WITHIN 100 NM RADIUS FJC360020 5500-FL270 WEF **0711**131500-**0711**231700*

NOTE−

If the Central Air Reservation Function (CARF) reserved airspace covers two or more ARTCCs, a CARF NOTAM shall be issued for each ARTCC as shown below.

*!CARF ZDC ZJX **AIRSPACE** STATIONARY AIRSPACE RESERVATION 50 NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500-16000 WEF **0710**131300-**0710**151300*

*!CARF ZJX ZDC **AIRSPACE** STATIONARY AIRSPACE RESERVATION 50 NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500-16000 WEF **0712**131300-**0712**151300*

ss. Amend Paragraph 6-1-6 by re-numbering former Paragraph 6-2-5, **AIRCRAFT OPERATIONS,** as Paragraph **6-1-6** and change current examples to read:

6-1-6. AIRCRAFT OPERATIONS

NOTE: This section was amended by FAAO 7930.2K, Change 2, with effective date of August 30, 2007. This NOTICE is based on FAAO 7930.2K including Change 2.

Title thru a1(h) – No Change

2. Amend examples after subparagraph 6-2-5a2, “Disseminate information received as follows:”

EXAMPLES−

*!PNS PNS **AIRSPACE** AIRSHOW ACFT 5000/BLW 5 NMR PNS AVOIDANCE ADZD WEF **0709**081200-**0709**081400*

*!MIV MIV **AIRSPACE** AIRSHOW ACFT 10000/BLW 5 NMR MIV AVOIDANCE ADZD WEF **0708**122100-**0708**122300*

EXAMPLES−

*!SAV SAV **AIRSPACE** DMSTN ACFT 15000/BLW 5 NMR SAV AVOIDANCE ADZD WEF **0710**122100-**0710**122300*

b thru b1(f) – No Change

2. Amend examples after subparagraph 6-2-5b2, “Disseminate information received as follows using the affected ARTCC(s) as the affected location.”

EXAMPLES−

*!DEN ZDV **AIRSPACE** UNMANNED ACFT 50 NM EITHER SIDE GLD TO LAA 14000−16000 WEF **0712131300−0712151300***

*!ABQ ZAB **AIRSPACE** UNMANNED ACFT 10000/BLW 10 NMR OLS WEF **0712122100−0712122300***

3. Amend the example after subparagraph 6-2-5b3, "Unmanned Aircraft operations involving two or more ARTCCs."

EXAMPLES−
*!CLE ZOB **AIRSPACE** UNMANNED AC**F**T 12000-15000 WITHIN AN AREA BOUNDED BY EKN049007 ESL188014 ESL187034 EKN170016 WEF **0711**291600-**0711**290800*

*!DCA ZDC **AIRSPACE** UNMANNED ACFT 12000-15000 WITHIN AN AREA BOUNDED BY EKN049007 ESL188014 ESL187034 EKN170016 WEF **0710**291600-**071030**0800*

tt. Amend Paragraph 6-1-7 by re-numbering former Paragraph 6-2-6, **AERIAL REFUELING**, as Paragraph 6-1-7.

EXAMPLE−
*!ABQ ABQ **AIRSPACE** AR115 ACT 0200-0500 DLY WEF **0709**020200-**0709**070500*

uu. Amend Paragraph 6-1-8 by re-numbering former Paragraph 6-2-7, **PARACHUTE JUMPING/SKY DIVING (PJE)**, to paragraph 6-1-8.

EXAMPLES−
*!CPR DDY **AIRSPACE** PJE 2 NMR DDY205038/24 SW CPR10000/BLW WEF **0**712141400-**0**712141830*

(Pointer NOTAM)
*!CPR CPR **AIRSPACE** SEE DDY 12/045 PJE WEF **0**712141400-**0**712141830*

(VOR F/R/D at airport)
*!DSM DSM **AIRSPACE** PJE 3 NMR DSM149009/0Y5 10000/BLW WEF **0709**211400**0709**211600*

(VOR F/R/D)
*!DCA BRV **AIRSPACE** PJE 2 NMR BRV130025 12000/BLW WEF **0711301200-0711301600***

(airport)
*!CHO CHO **AIRSPACE** PJE 5 NMR 10000/BLW WEF **0709231400-0709231800***

(from an airport)
*!CHO CHO **AIRSPACE** PJE 30 NE 5 NMR 10000/BLW WEF **0710231300-0710231600***

vv. Amend Paragraph 6-1-9 by re-numbering former paragraph 6-2-8, **DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS**, to read:

EXAMPLES−
*!USD SAN **AIRSPACE** BORDER THREE DEPARTURE JULIAN TRANSITION: FROM OVER BROWS INT VIA JLI R-182 TO JLI VORTAC*

*!UAR SAN **AIRSPACE** BARET FOUR ARRIVAL IMPERIAL TRANSITION: FROM OVER IPL VORTAC VIA IPL R-258 AND MZB R-076 TO BARET INT. THENCE...*

ww. Amend Paragraph 6-1-10 by re-numbering former paragraph 6-2-9, **MOORED BALLOONS, KITES, UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL**, to paragraph 6-1-10.

6-1-10. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL

6-1-10a thru f. – No Change

EXAMPLES−
*!CPR DDY **AIRSPACE** UNMANNED Rocket 2 NMRDDY205038/24 SW CPR FL250/BLW WEF **0**712141400-**0**712141830*

(Pointer NOTAM)
*!CPR CPR **AIRSPACE** SEE DDY 12/045 UNMANNED ROCKET WEF **0**712141400-**0**712141830*

*!ICT ICT **AIRSPACE** UNMANNED ROCKET 4 NMR ICT190024 FL250/BLW WEF **0**708181200-**0**708182000*

*!ABQ ABQ **AIRSPACE** HIBAL ABQ180020 S BND REACHING FL600 TIL **0710**251800*

*!DEN DEN **AIRSPACE** HIBAL 30 S E BND REACHING 10000 TIL **0711**181900*

*!DSM DSM **AIRSPACE** AEROBATIC ACFT 4500/BLW 6 NMR DSM AVOIDANCE ADZD WEF **0**712291200-**0**712302200*

*!SGF SGF **AIRSPACE** AEROBATIC AREA 3000-8500 3 NMR SGF AVOIDANCE ADZD WEF **0**712301400-**0**712311800*

*!COU COU **AIRSPACE** HOT AIR BALLOON 2 NMR COU218015 1500/BLW WEF **0**712291600-**0**712291800*

*!ABQ ABQ **AIRSPACE** HOT AIR BALLOON SHOW/RALLY BALLOONS 8000/BLW 8 NMR ABQ AVOIDANCE ADZD WEF **0710**141400-**0710**141830*

xx. Amend Paragraph 6-1-11 by re-numbering former Paragraph 6-2-10, **LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS**, to Paragraph 6-1-11.

yy. Amend the example after Paragraph 6-1-11d to read:
EXAMPLE−
*!RNO ZLA **AIRSPACE** LGTS OUT/NVG TRNG DESERT AND REVEILLE NORTH/SOUTH MOA 9000/BLW AVOIDANCE ADVISED WEF **09**12070200-**09**12070500*

zz. Insert new Section at the end of Chapter 6, Section 2, **Other Aeronautical Information**, to read as follows:

6-2-1. GENERAL 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. These NOTAMS should have an expected time or date/time of return to service or return to normal status.

a. Disseminate the following conditions as NOTAM D:

EXAMPLE−
!LOZ LOZ (O) CONTROLLED BURN OF HOUSE 8 NE APCH END RWY 23 WEF 0708211300-0708211700

5. Distribution. This notice is distributed to the following ATO Service Units: En Route, Terminal, Safety, and System Operations Services; the Air Traffic Safety Oversight Service; the Mike Monroney Aeronautical Center; the William J. Hughes Technical Center; the Office of Chief Counsel; international aviation field offices, and the Airline and Airport Offices.

6. Background. This is a Policy change for NOTAM procedures and formats and will serve as a Document Change to the FAA Order 7930.2. A new Order will be published and released July 31, 2008, to incorporate these changes.

Nancy B. Kalinowski
Acting Vice President, System Operations Services
Air Traffic Organization

Date Signed