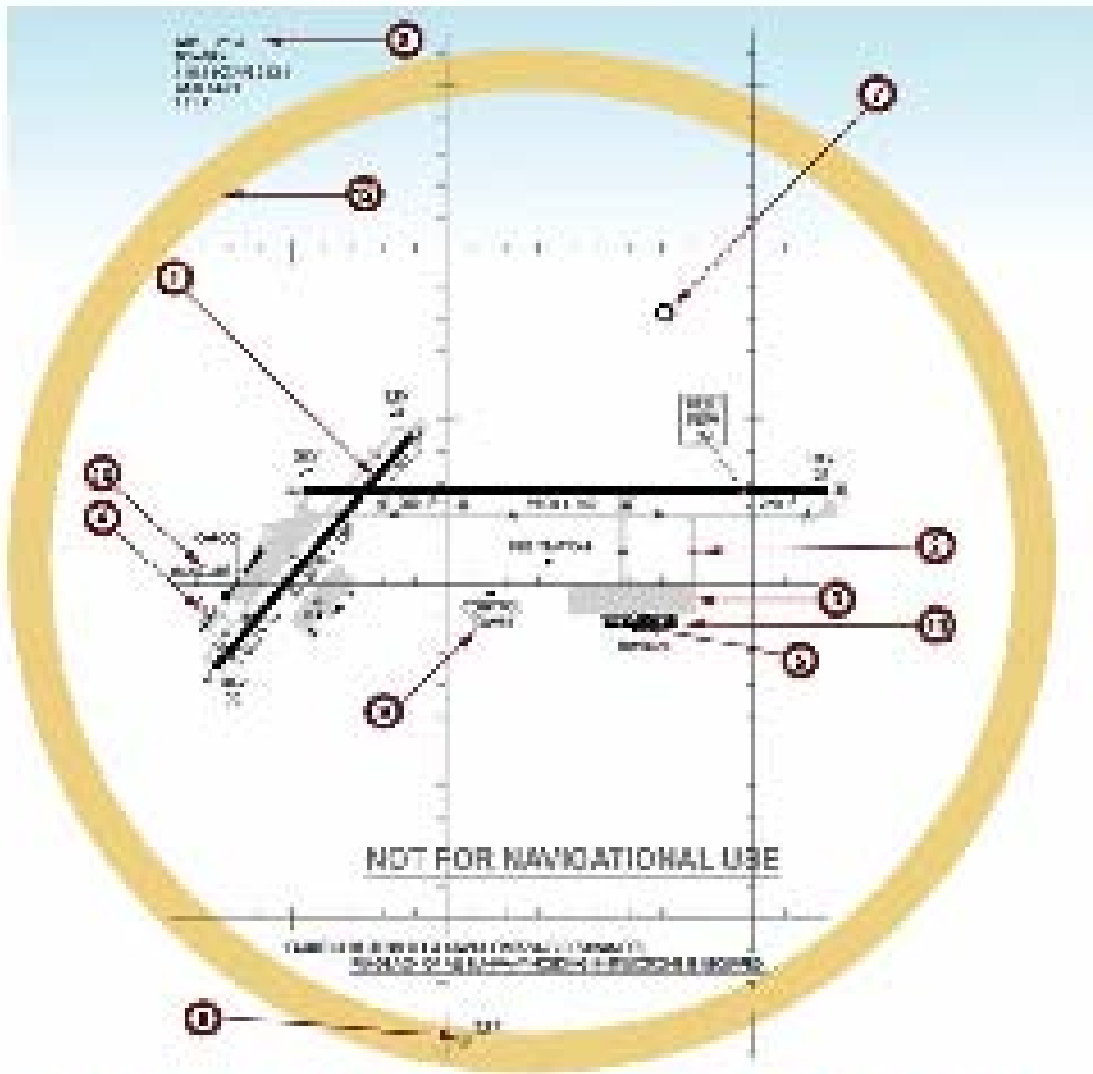


# Know Your NOTAMs



*Course Notes*



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### Introduction and Objectives

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#### Introduction

The "D" (distant) NOTAM is changing!

As part of an ongoing effort to improve the aeronautical information management system, the FAA is making changes that will help you find the information you need more easily. This course will explain the new and improved D NOTAM format, which takes effect on January 28, 2008.

Key points:

- ▶ **Definition:** The FAA has adopted International Civil Aviation Organization (ICAO) criteria for the "aerodrome movement area." That means that D NOTAMs will include information on taxiways, ramps, and aprons.
- ▶ **Reclassification:** The old "local" (L) NOTAM will disappear. All L NOTAMs will be reclassified as D NOTAMs using the new format.
- ▶ **Keywords:** All D NOTAMs will include one of 12 keywords. These keywords will make it easier for you to sort and spot the specific data you need.



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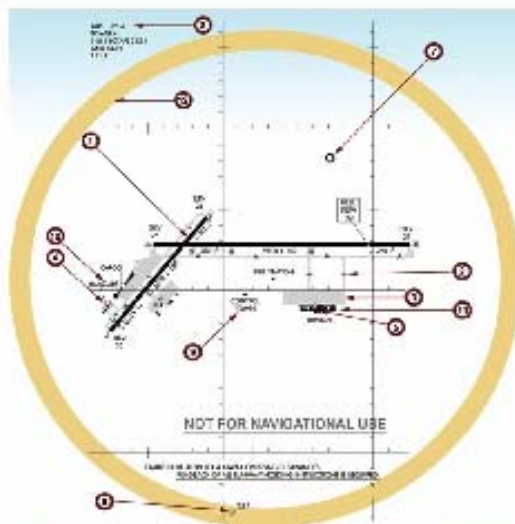
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## The "D" NOTAM

Keywords	NOTAM Examples
RWY	1 RWY 31 (L) - Paved 11,111 feet long by 111 feet wide
TWY	2 TWY 31 (L) - Paved 11,111 feet long by 111 feet wide
RAMP	3 RAMP 31 (L) - Paved 11,111 feet long by 111 feet wide
APRON	4 APRON 31 (L) - Paved 11,111 feet long by 111 feet wide
AD	5 AD 31 (L) - Paved 11,111 feet long by 111 feet wide
CBST	6 CBST 31 (L) - Paved 11,111 feet long by 111 feet wide
RAV	7 RAV 31 (L) - Paved 11,111 feet long by 111 feet wide
COM	8 COM 31 (L) - Paved 11,111 feet long by 111 feet wide
SVC	9 SVC 31 (L) - Paved 11,111 feet long by 111 feet wide
AIRSPACE	10 AIRSPACE 31 (L) - Paved 11,111 feet long by 111 feet wide

NOTAM D (D) - NOTAM D (D) is a type of NOTAM that is used to provide information about a specific location or area. It is used to provide information about a specific location or area.

### Related Media for this Section



#### NOTAM D Graphic

NOTAM D Reference Graphic.pdf (8.5 MB)



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### Keyword Overview

All D NOTAMs will include one of 12 keywords, which fall into several categories:

#### Airports

- AD (Aerodrome)
- APRON (Apron)
- RAMP (Ramp)
- RWY (Runway)
- TWY (Taxiway)

#### Services

- COM (Communications)
- NAV (NAVAID)
- SVC (Services)

#### Airspace

- AIRSPACE (Airspace)
- OBST (Obstructions)

#### Miscellaneous

- (O) (Other Aeronautical Information)
- (U) (Unverified Movement Area)



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## Airport-Related Keywords

### AD (Aerodrome)

An "aerodrome" is a defined area on land or water, including any buildings, installations, or equipment, that is intended for use either wholly or in part for the arrival, departure, and surface movement of aircraft. The AD keyword will thus apply to any hazard to aircraft operations on, or within, 5 SM of an airport, heliport, helipad, or maneuvering area.



### APRON / RAMP



The "apron" or "ramp" is a defined part of a land aerodrome that is intended to accommodate aircraft for the purpose of loading or unloading passengers, mail, cargo, and fuel or for parking or maintenance. The new D NOTAM format will use the keywords APRON or RAMP for any hazard associated with this part of the aerodrome.

*(Note: Although "apron" and "ramp" are largely synonymous, the two separate keywords will be used to be consistent with how these areas are described in specific locations and publications.)*

### RWY (Runway)



This keyword applies to takeoff and landing surfaces, as well as to their associated lighting and signage.



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### TWY (Taxiway)



This keyword will be used in D NOTAMs that address conditions pertaining to single or multiple taxiways. A D NOTAM using the TWY keyword will identify each taxiway by letter or letter/number.



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### Service-Related Keywords

#### COM (Communications)

The COM keyword applies to D NOTAMs regarding the commissioning, decommissioning, outage, unavailability, and ATC frequency status of a communications outlet.



#### NAV (NAVAID)



The NAV keyword will be used to report the status of navigation aids, such as VOR, ILS, GPS, WAAS, NDB, TACAN, MLS, etc.

#### SVC (Services)



The SVC keyword will be used to provide information on the status of facilities and services other than communications or navigation outlets. Examples could include fuel availability, or service hours for a part-time control tower.



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### Airspace-Related Keywords

#### AIRSPACE

Any hazard associated with special use airspace, [CARF](#) (central altitude reservation function), aircraft operations, aerial refueling, unmanned rockets, balloons, fireworks, parachute jumping or sky diving, or high altitude balloons will be coded with the AIRSPACE keyword. The USD and UAR NOTAMs associated with Standard Instrument Departure (SID) and Standard Terminal Arrival Area (STAR) procedures will also be coded with the AIRSPACE keyword. To learn more about [CARF](#), go to:

(<http://www.fly.faa.gov/Products/Information/CARF/carf.html>)



#### OBST (Obstructions)



The OBST keyword applies to D NOTAMs on such hazards as moored balloons, kites, towers, cranes, stacks, etc. This keyword will also cover outages of obstruction lighting within a 5 SM (4.3 NM) radius of an airport, or those outages outside a 5 SM radius that pertain to obstacles exceeding 200 feet AGL.





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### Miscellaneous Keywords

#### (O) Other Aeronautical Information

The (O) keyword will apply to aeronautical information from any authorized source that does not meet defined NOTAM criteria, but may still be useful to pilots. For example, the (O) keyword might be applied to a D NOTAM concerning the controlled burn of a structure near the airport. Note, however, that any hazard within the 5 SM area that defines "aerodrome" would be reported using the "AD" keyword.

#### (U) Unverified Movement Area

If a condition meets NOTAM criteria but has not been confirmed by the airport manager or another appropriate authority, it will be coded with the (U) keyword. The (U) keyword will be authorized for use only when Letters of Agreement exist between facilities.

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Navigation[Intro](#) [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [Review](#)[Preview  
Course Exam](#)**Decoding the D NOTAM**

All D NOTAMs follow a specific format, which includes several required elements:

1. An exclamation point (!)
2. Identifier of the "accountable" location (e.g., MIV for Millville Airport)
3. Identifier of the affected location, or the nearest public use airport
4. Keyword
5. Surface identification (used only if needed, e.g., to identify runway number)
6. Condition being reported
7. Effective time(s) of the condition ("WEF," or "when in effect")

All D NOTAMs follow a specific format with several required elements:

- 1 • An exclamation point (!)
- 2 • Identifier of the accountable location (e.g., JYO)
- 3 • Identifier of the affected location or nearest public-use airport (e.g., JYO)
- 4 • Keyword
- 5 • Surface identification (*if appropriate to subject of D NOTAM*)
- 6 • Condition being reported
- 7 • Effective time(s) of condition ("WEF," or "when in effect")

For example:

!MIV MIV RWY 10/28 CLSD WEF 0707D11200-0707D21600

1 2 3 4 5 6 7

**Related Media for this Section****Decoding the D NOTAM**[Decoding the D NOTAM.pdf](#) (16.5 KB)



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### Pointer NOTAMs

When you are looking at the NOTAMs included in your preflight briefing package, you might notice D NOTAMs in the new format that look something like this one:

**ICPR CPR AIRSPACE SEE DDY 12/045 PJE WEF 0802141400-0802141830**

This D NOTAM is an example of a “pointer” NOTAM. A pointer NOTAM is a D NOTAM that “points” to a published D or FDC (Flight Data Center) NOTAM. All pointer NOTAMs will include the keyword appropriate to the condition or event in the reference NOTAM.

In this example, the affected location is Natrona County Airport (CPR) in Casper, Wyoming. The keyword indicates that the reported condition or event is related to airspace, and that it is in effect from 1400Z on February 14, 2008 until 1830Z on February 14, 2008. The text (body) section of the D NOTAM points to a published NOTAM, 12/045, which pertains to a parachute jumping exercise (PJE).

To decode:

HEADER			BODY			FOOTER
(!)	Accountable Location	Affected Location	Keyword	Surface Identification	Condition	Effective Times
!	CPR	CPR	AIRSPACE	n/a	See 12/045 PJE	WEF 0802141400-0802141830

The purpose of a pointer NOTAM is to make pilots aware of the existence of a condition or event that might require a lengthy description, and “point” to the location of more detailed information. This practice is intended to help reduce the volume of NOTAM information provided in a standard briefing. Pilots who will be operating in this airspace during the “WEF” time will know where to go to get detailed information, while pilots who are not affected can move on.



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### Tips and Resources

#### Tips

A few things to remember:

- ▶ D NOTAMs generally state only the abnormal status of a component in the National Airspace System (NAS), not the normal status.
  - ▶ The only exception is for published information that is being replaced (*e.g., RWY 9/27 OPEN to replace a previous notice that it was CLOSED*).
- ▶ PAEW (Personnel and Equipment Working) will not be used as a keyword.
  - ▶ Any D NOTAM that addresses personnel and equipment working will be coded with the keyword appropriate to the condition (*e.g., RWY, TWY, RAMP, or APRON*).
  - ▶ The PAEW notation in the text field will include PAEW and, as appropriate, a direction from the associated movement area.

**Example:** *!CHO CHO RWY 23 PAEW FIRST 500 ALONG SE SIDE .*

- ▶ When requesting a briefing on DUATS, note that FDC and D NOTAMs are treated as weather types.
  - ▶ DUATS operates by searching the corridor width (as specified by requester) along the route of flight.
  - ▶ To limit the number of NOTAMs, use the abbreviate briefing option, and select only the specific products you wish to see.
  - ▶ Selecting the D NOTAM abbreviation, NO, and the flight data center NOTAM abbreviation, FDC, will produce FDC and D NOTAMs associated with the specified corridor or area.



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### Resources

[Aeronautical Information Management News](#): This page provides the most recent information on management of NOTAMs and other aeronautical information.

<http://nfdc.faa.gov/aimnews/index.html>



[Air Traffic Control System Command Center](#): This link lets you take an online "tour" of the ATC System Command Center, which regulates air traffic when weather, equipment, runway closures, or other conditions put stress on the National Airspace System, or NAS.

<http://www.fly.faa.gov/Products/Information/Tour/tour.html>

[NOTAMs and Temporary Flight Restrictions \(TFRs\)](#): This page provides links to graphical NOTAM and TFR information. [http://www.faa.gov/pilots/ftt\\_plan/notams/](http://www.faa.gov/pilots/ftt_plan/notams/)

#### Related Media for this Section



##### NOTAM D Brochure

[NOTAM D Reference Brochure.pdf](#) (1.72 MB)



##### NOTAM D Graphic

[NOTAM D Reference Graphic.pdf](#) (8.5 MB)



##### Notice on New D NOTAMs

[N JO 7930.85 Notices to Airmen \(NOTAMS\).pdf](#) (340.48 KB)



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### Review

#### Chapter 1 - Keyword Overview

All D NOTAMS will be coded with one of 12 keywords in several broad categories: airports, airspace, services, and miscellaneous.

#### Chapter 2 - Airport-Related Keywords

Airport-related keywords include "AD" for aerodrome, APRON, RAMP, RWY (runway) and TWY (taxiway).

#### Chapter 3 - Service-Related Keywords

Service-related keywords include COM (communications), NAV (navaid), and SVC (services).

#### Chapter 4 - Airspace-Related Keywords

Airspace-related keywords include AIRSPACE and OBST (obstructions).

#### Chapter 5 - Miscellaneous Keywords

Miscellaneous keywords include (O) for "other aeronautical information," and (U) for "unverified aeronautical information."

#### Chapter 6 - Decoding the D NOTAM

All D NOTAMS will follow the specific format described in this chapter.

#### Chapter 7 - Pointer NOTAMs

A pointer NOTAM is a D NOTAM that "points" to a published D or FDC (Flight Data Center) NOTAM. All pointer NOTAMs will include the keyword appropriate to the condition or event in the reference NOTAM.

#### Chapter 8 - Tips and Resources

D NOTAMs generally state only the abnormal status of a component. PAEW is not a keyword in the new D NOTAM format. When requesting a briefing in DUAT/DUATS, remember that NOTAMs are treated as weather types.