

## Changes to the US NOTAM System (USNS)

Aeronautical Information Management NOTAMs group has prepared changes to the United States NOTAM system. This announcement is to serve as notification for the upcoming change 2 to Federal Aviation Administration Order (FAAO 7930.2).

All of change 2 will be effective on May 5, 2011, with the exception of the following keywords which will be populated in some FDC NOTAMs beginning March 10, 2011 ODP, CHART, IAP, VFP, ROUTE and SPECIAL

This is a first step transition to an ICAO compliant NOTAM D resulting in a standardized ICAO compliant format. The standardized ICAO format is anticipated to be implemented in mid 2012.

For further information or questions regarding these policy changes, please contact: Gary Prock at [gary.prock@faa.gov](mailto:gary.prock@faa.gov) or 703-925-3007 (540-422-4760 after Feb 2nd)

### Chapter 1:

- **New Keywords:** ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE and SPECIAL.
- **RAMP:** Eliminate the keyword “RAMP”. Redefine “APRON” to include ramp.
- **Redefine the use of (U):** “U” will no longer be used as a keyword but will be used preceding a keyword
- **NOTAMs for ODP, SIDs and STARS:** Currently issued as NOTAM D’s. All NOTAMs relating to instrument flight procedures will be issued as FDC NOTAMS.

### Chapter 4:

- **Time Format:** A 10-digit time group must be used to indicate the effective time and the expiration time of the NOTAM. (Note: A temporary exception to the requirement for effective and expiration times has been made for flight procedure NOTAMs designated by FI/T and FI/P.)
- **Estimated (EST):** If the NOTAM duration is uncertain, the approximate expiration time may be indicated by using a date time group followed by “EST”. Any NOTAM that includes an “EST” in the time string must be cancelled or replaced before the estimated expiration time specified in the NOTAM.
- **Permanent (PERM):** Used when a NOTAM is originated to advertise a permanent condition that will be incorporated into a publication, chart or database, “PERM” may be inserted as the expiration date in lieu of the 10-digit time group. Must be cancelled by the originator.
- **“UFN”, “WEF”, and “WIE”:** must not be used to describe the effective time.
- **“TIL”:** No longer used in a NOTAM to describe the effective time. A hyphen must be used between the effective and expiration times.

## Chapter 5:

- **MU Reading:** A MU value of 40 indicates 40 or greater. The (+) sign is not an acceptable symbol to be used in the NOTAM.
- **Wind Direction Indicators:** Examples have been added to describe a NOTAM for the status of a WDI.
- **Use of ‘Patchy in Surface Conditions:** A surface that has 25% or less of the surface covered by snow, ice, etc., should be described as “patchy”.
- **NOTAMs for Surface Conditions:** Change eliminates the use of keyword AD when reporting surface conditions. Use RWY, TWY, or APRON.
- **SNOW NOTAM:** Every snow NOTAM must have a start and end time. The start time will normally be the time the reported condition is observed by the airport operator. The end time will be when the airport operator expects the condition to change or a new observation is expected to be made.
- **Breaking Action:** Breaking action will be reported as “BA FAIR”, “BA POOR”, or “BA NIL”.
- **NOTAMs for Multiple Taxiways:** A comma will be used to separate multiple segments with an identical condition. This will eliminate the use of “CLSD” more than once in the NOTAM.
- **UNMONITORED:** The use of “UNMON” will not be used in a NOTAM. This should be spelled out as “UNMONITORED”.
- **NAVAID NOTAM Structure:** The placement of NAVAID/System in a NOTAM will now come after the keyword and before the RWY number.  
*!ATL ATL NAV ILS RWY 8L CAT 2 NA,*  
*!DTW DTW NAV ILS Y RWY 22 LLZ OTS*
- **Microburst/Wind Shear Alert Detection System:** NOTAMs for LLWAS, TDWR, and WSP will be described as Microburst/Wind Shear Detection.
- **RUNWAY VISUAL RANGE:** NOTAMS for RVR will be issued under the keyword “RWY”.

## Chapter 6:

- **Gliders/Hang Gliders:** Paragraph 6-1-11 added to cover NOTAMs for Gliders and Hang Gliders.

## Chapter 9:

- **Available Canadian Locations:** The table of Canadian locations has been removed since it is not kept updated. The user will be directed to the NAVCANADA website for the most current information.