

CHECKLIST

Know Your NOTAMs: Introducing the New “Super D”

BY SUSAN PARSON

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. As of January 28, 2008:

- ✓ All “local” (L) NOTAMs will be incorporated into the new D format, except for military “local” (L) NOTAMs.
- ✓ The new D NOTAM definition will include information on taxiways, ramps, and aprons.
- ✓ All D NOTAMs will include one of 12 keywords, which will make it easier for you to sort, and spot, the specific data you need.

D NOTAM KEYWORDS

You may want to think of the D NOTAM keywords in terms of several broad categories: Airports, airspace, services, and miscellaneous. Let’s take a closer look.

Airport-related keywords: Five of the 12 D NOTAM keywords are specifically related to airports.

✓ **AD (Aerodrome):** According to its official definition, an “aerodrome” is a defined area on land or water that is intended for use for the arrival, departure, or surface movement of aircraft. The “AD” keyword will thus apply to any notice concerning hazards to aircraft operations on, or within, five statute miles (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 main-

tenance. 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 for consistency with how these areas are described in specific locations and publications.*)

✓ **RWY (Runway):** This keyword applies to takeoff and landing surfaces, along with their associated lighting and signage.

✓ **TWY (Taxiway):** The TWY keyword will be used in D NOTAMs that address conditions pertaining to single or multiple taxiways. A D NOTAM that uses this keyword will identify each taxiway by letter or by letter and number.

Airspace-related keywords: Two of the 12 D NOTAM keywords pertain to airspace.

✓ **AIRSPACE:** Any hazard associated with special use airspace, aerial refueling, unmanned rockets, balloons, fireworks, parachute jumping, sky diving, or high altitude operations will be identified by the AIRSPACE keyword. The “USD” and “UAR” NOTAMs associated with Standard Instrument Departure (SID) procedures and Standard Terminal Arrival (STAR) procedures, respectively, will also be coded with the AIRSPACE keyword.

✓ **OBST (Obstructions):** The OBST keyword will apply to D NOTAMs on such hazards as moored balloons, towers, cranes, stacks, etc. This keyword will also address outages of obstruction lighting within a five SM radius of an airport, or any outage beyond the five SM radius that

pertains to an obstacle exceeding 200 feet above ground level (AGL).

Service-related keywords: Three of the 12 D NOTAM keywords apply to communication, navigation, or other services.

✓ **COM (Communications):** The COM keyword will be used to report the commissioning, decommissioning, outage, unavailability, and ATC frequency status of a communications outlet.

✓ **NAV (Navaid):** The NAV keyword will address the status of navigation aids, including VOR, ILS, GPS, WAAS, NDB, TACAN, MLS, etc.

✓ **SVC (Services):** The SVC keyword will provide information on the status of facilities and services. Examples could include fuel availability, or service hours for a part-time control tower.

Miscellaneous keywords: The final two of the 12 D NOTAM keywords will be used for information that does not clearly fit into the other 10 keyword categories. Rest assured, though, that the use of these “miscellaneous” keyword categories will be strictly limited:

✓ **(O) (Other aeronautical information):** The (O) keyword will be used for aeronautical information that may be useful to pilots even though it does not meet defined NOTAM criteria. For example, the (O) keyword might be applied to the controlled burn of a structure near the airport, but outside the five SM area that defines “aerodrome.” (Note: Any hazard within five SM of an airport would be reported using the “AD” keyword.)



✓ (U) (*Unverified Movement Area*): This keyword will apply to movement area or information that meets NOTAM criteria without having been confirmed by appropriate authorities (e.g., airport manager). Use of this keyword, however, is limited to cases where Letters of Agreement exist.

DECODING THE NEW D NOTAM

All D NOTAMs will follow a set format with several specific elements:

1. An exclamation point (!)
2. Identifier for the accountable location (e.g., IAD)
3. Identifier for the affected location or nearest public-use airport (e.g., IAD)
4. Keyword (*one of the 12 described*)
5. Surface identification (*if appropriate to the subject of the D NOTAM*)
6. Condition being reported
7. Effective time(s) of the condition (*reported as WEF or “when in effect”*)

The “surface identification” element is used only if needed. For example, it provides the runway identification for any runway-related NOTAMs or the taxiway identification for taxiway-related NOTAMs.

Now let’s look at a specific example, which would appear as follows:

!MIV MIV RWY 10/28 CLSD WEF 0802011200-0802121600

HEADER			BODY			FOOTER
(!)	Accountable Location	Affected Location	Keyword	Surface Identification	Condition	Effective Times
!	MIV	MIV	RWY	10/28	CLSD	WEF 0802011200- 0802021600

The (WEF) time includes both a “start” set and an “ending” set. The digits in each pair always appear in the following order: Year (2 digits) – month (2 digits) – day (2 digits) – Zulu (UTC) time (4 digits). Using the example above:

	Year	Month	Day	Time (UTC)
Start	08	02	01	1200
End	08	02	02	1600

Putting it all together, the D NOTAM above advises pilots that Runway 10/28 at Millville Municipal Airport (MIV) will be closed from 1200Z (0800 EDT) on February 1, 2008, until 1600Z (1200 EDT) on February 2, 2008.

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

Taking a closer look:

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

This D NOTAM is an example of a “pointer” NOTAM. As shown in the example above, 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 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).

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.

SOURCES AND RESOURCES

If you were stumped by the “PJE” notation in this particular example, an appendix of all approved NOTAM contractions is just a mouse click away at http://www.faa.gov/airports_airtraffic/air_traffic/publications/atpubs/NTM/notapd5.html

Another handy Web site to bookmark in your favorite Web browser is the home page for the FAA’s Aeronautical Information Management Service, which is at <http://nfdc.faa.gov/aim-news/index.html>

This FAA “AIMNEWS” page provides the latest information about the ongoing work to improve and enhance the overall aeronautical information service for the benefit of you, the FAA’s customers. It also includes downloadable information on the new D NOTAM format that you can print and keep handy while you get accustomed to the new structure. Similar information is available in a short online course at www.faasafety.gov, which can be used for credit in the FAASafety Team’s new Pilot Proficiency (WINGS) program.

Check it out, and fly safely!



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DON’T BE SHUT OUT

What do Pheasant Hunting Season in South Dakota, Penn State football, Notre Dame football, NASCAR® racing, and February 3, 2008, have in common? If you are a pilot, you might have an idea. If you have no idea, the answer is simple. Each event, including the February 3, 2008, Super Bowl™ XLII football game in Glendale, Arizona, will have implemented an FAA Special Traffic Management Program (STMP) to control the flow of non-scheduled instrument flight rule (IFR) aircraft in and out of the event area. FAA uses a slot reservation system to manage that flow. What this means for pilots planning on flying themselves into a STMP event is that the pilot must review the appropriate *Notices to Airmen* (NOTAM) for the designated event or time period and comply with the procedures outlined in the NOTAM. The NOTAM will list the airport or airports involved, the date or dates the STMP is active, the specific times, and any special routing procedures. In addition, the NOTAM will include any special guidance or restrictions.

Since each event is different, pilots must review the appropriate NOTAM for specific procedures, dates, and how to make and confirm a reservation. For more information about filing an Internet STMP, or e-STMP reservation, pilots can check the following Internet site: <http://www.fly.faa.gov/estmp/index.html>. The site explains the process, how to apply for a password, and how to apply for an arrival and departure slot reservation.

The key to complying with a STMP reservation program is filing the reservation in a timely manner and the issuance and receipt of a confirmation number for a particular reservation slot. The confirmation number is the key to getting into and out of the STMP area.

With the start of 2008, pilots can expect to find STMP in place for many special events in the year ahead, such as major air shows, sporting events and other high profile mass gatherings of people and aircraft. To make sure your reservation will be available when you want it, you need to review the appropriate NOTAM reservation information, make your reservation as far in advance as permitted by the NOTAM, and confirm that reservation. Don’t be shut out for failing to follow the STMP guidance. A pair of unused tickets is a terrible price to pay for not planning for your STMP arrival reservation.



MOST WIDELY USED NOTAM CONTRACTIONS

ABN	Airport Beacon
ABV	Above
ACFT	Aircraft
ADZD	Advised
ALS	Approach Lighting System
AMDS	Automatic Meteorological Observing System
AP	Approach
APCH	Approach
APP	Approach Control
ARFF	Aircraft Rescue and Fire Fighting
ASOS	Automatic Surface Observing System
ATIS	Automatic Terminal Information Service
AVBL	Available
AWOS	Automatic Weather Observing/Reporting System
AWW	Already
BA.NL	Braking action nil
BC	Back Course
BCN	Beacon
BERM	Snowbank(s) Containing Earth/Gravel
BLW	Below
BYD	Beyond
CAAS	Class A Airspace
CAT	Category
CFR	Code of Federal Regulations
CL	Centre Line
CLSD	Closed
CNL	Cancel
DH	Decision Height
DLY	Daily
DME	Distance Measuring Equipment
DMSTN	Demonstration
DISPLCD	Displaced
ENRT	En Route
EXC	Except
F	Final Approach Fix
FAN MKR	Fan Marker
FDC	Flight Data Center
FREQ	Frequency
GP	Glide Path
GPS	Global Positioning System
HAA	Height Above Airport
HAT	Height Above Touchdown
HIRL	High Intensity Runway Lights
MF	Initial Approach Fix
F	Intermediate Fix
ELS	Instrument Landing System
EM	Inner Marker
R	Ice On Runway(s)
LAA	Local Airport Advisory
LAT	Latitude
LDA	Localizer Type Directional Aid
LGTD	Lighted
LRL	Low Intensity Runway Lights
LLWS	Low Level Wind Shear Alert System
LLZ	Localizer
LONG	Longitude
LSR	Loose Snow on Runway(s)
MALSF	Medium Intensity Approach Light System with Sequenced Flashers
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MM	Middle Marker
MNM	Minimum
MNT	Monitor, Monitoring, or Monitored
MU	Mtu Meters
NA	Not Authorized
NDB	Non-directional Radio Beacon
NMR	Nautical Mile Radius
OTS	Out of Service

RAIL	Runway Alignment Indicator Lights
ROLL	Runway Center Line Lights
RCCO	Remote Communication Outlet
RELCID	Relocated
RLLS	Runway Lead-In Light System
RQID	Required
RTS	Return to Service
RVR	Runway Visual Range
RVRM	Runway Visual Range Midpoint
RVRRL	Runway Visual Range Rollout
RVRT	Runway Visual Range Touchdown
RVY	Runway
SFL	Sequence Flashing Lights
SIR	Packed or Compacted Snow and Ice on Runway(s)
SLR	Slush on Runway(s)
SN	Snow
SNBKN	Snowbanks Caused by Piling (Windrow(s))
SSR	Secondary Surveillance Radar
TDLZ LGT	Touchdown Zone Lights
TFR	Temporary Flight Restriction
TOL	Touch-and-Go Landings
TWR	Airport Control Tower
TWY	Taxiway
UNAVBL	Unavailable
UNMNT	Unmonitored
VASI	Visual Approach Slope Indicator System
WEIF	With Effect From or Effective From
WIE	With Immediate Effect or Effective Immediately
WGR	Wet Snow on Runway(s)
WTR	Water on Runway(s)

HELPFUL LINKS

The following web addresses can be useful in obtaining aeronautical information and useful tools to enhance aviation information...

www.afss.com

Pilot Information Portal for flight service

www.duat.com

Direct User Access Terminal Site by DTC

(Data Transformation Corp.)

www.duats.com

Direct User Access Terminal Site by CSC (Computer Sciences Corp.)

www.faasafety.gov/SPANS/

Safety Program Airmen Notification System

www.alaska.faa.gov/at

AFSIAG Link

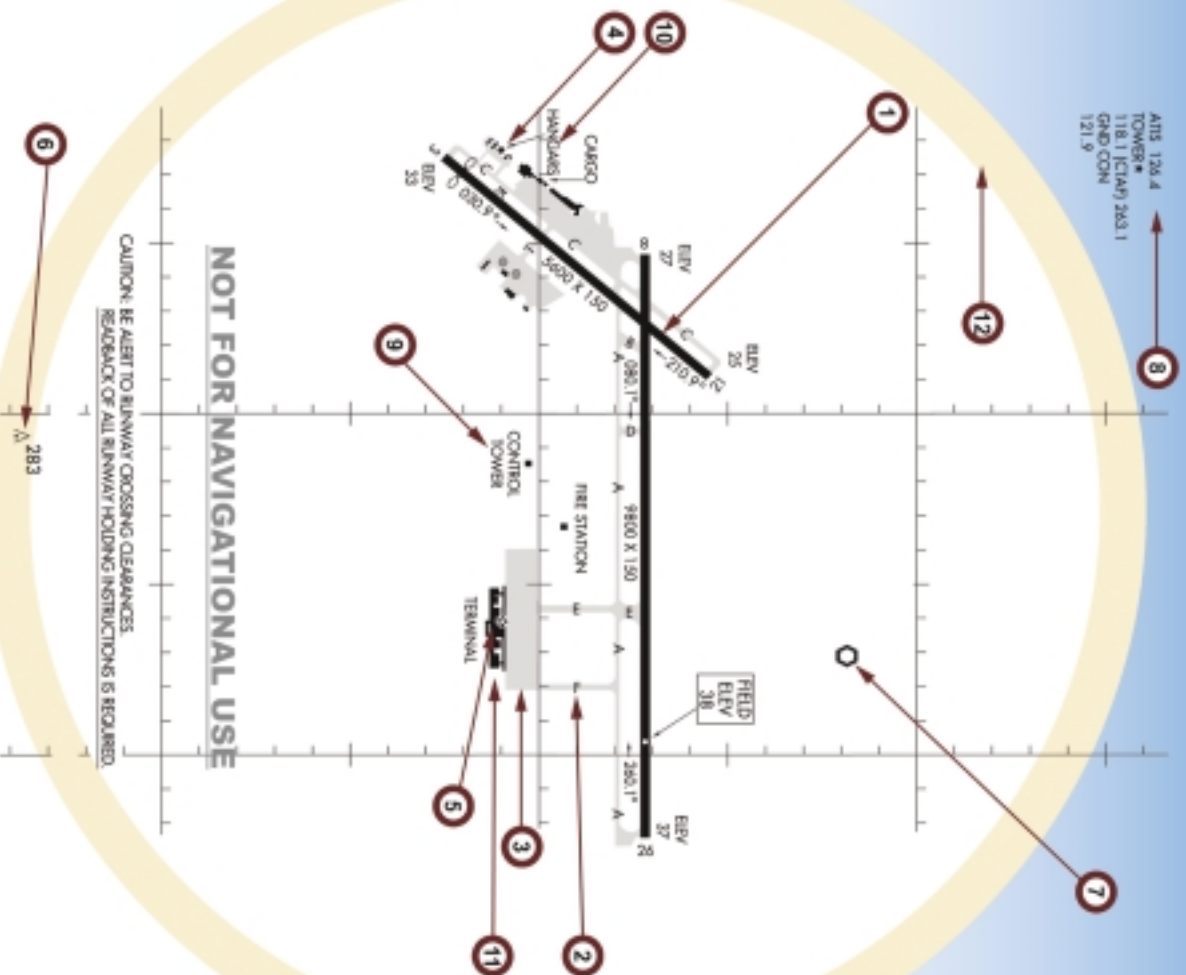
(Alaska Flight Services Information Area Group)

This site is informational in nature. Current NOTAMs are available from Flight Service Stations at **1-800-WX-BRIEF (1-800-992-7433)**.

The "D" NOTAM



ATIS 126.4
TOWER •
118.1 (CLAN) 263.1
GND CON
121.9



Keywords NOTAM Examples

- RWY** **1** RWY 31H CLSD
Runways 3 and 21 are closed to aircraft.
- TWY** **2** TWY F LOTS OTS
Taxiway F lights are out of service.
- RAMP** **3** RAMP TERMINAL EAST SIDE CONSTRUCTION
The ramp in front of the east side of the terminal has ongoing construction.
- APRON** **4** APRON SW TWY C NEAR HANGARS CLSD
The apron near the southwest taxiway C in front of the hangars is closed.
- AD** **5** AD ASN OTS
Aeronautical. The airport beacon is out of service.
- OBST** **6** OBST TOWER 263 (246 AGL) 2 2 8 LGTS OTS (ASR 1065881)
TIL 0707272300
Obstruction. The lights are out of service on a tower that is 263 feet above mean sea level (MSL) or 246 feet above ground level (AGL) 2.2 statute miles south of the field. The FCC antenna structure registration (ASR) number is 5655881. The lights will be returned to service 2300 UTC (Coordinated Universal Time) on July 27, 2007.
- NAV** **7** NAV VOR OTS
Navigation. The VOR located on this airport is out of service.
- COM** **8** COM ATIS OTS
Communications. The Automatic Terminal Information Service (ATIS) is out of service.
- 9** SVC TWR 1215-0330 MON-FRI 1430-2300 SAT 1900-0100 SUN TIL 0707300100
Service. The control tower has new operating hours. 1215-0330 UTC Monday Thru Friday, 1430-2300 UTC on Saturday, and 1900-0100 UTC on Sunday until 0100 UTC on July 30, 2007.
- SVC** **10** SVC FUEL UNAVBL TIL 0707291600
Service. All fuel for this airport is unavailable until July 29, 2007 at 1600 UTC.
- 11** SVC CUSTOMS UNAVBL TIL 0706150800
Service. United States Customs service for this airport will not be available until August 15, 2007 at 0800 UTC.
- AIRSPACE** **12** AIRSPACE AIRSHOW ACFT 9600IBLW 5 NMR AIRPORT AVOIDANCE
ADZD WEF 0707152006-0707152280
Aircraft. There is an airshow being held at this airport with aircraft flying 5000 feet and below within a 5 nautical mile radius. Avoidance is advised from 2000 UTC on July 15, 2007 until 2200 UTC on July 15, 2007.

NOTE:

All "D" NOTAMs will have a keyword at the beginning of the text of each NOTAM.
Effective: 26 JAN 2008 Thru AUG 2009

The "D" NOTAM