

# Annex A - UK NOTAM Guidance Material

## 1. Introduction

This guidance material is Annex A to the UK NOTAM Specification, which is a product specification, forming part of the Operating Specification for the Aeronautical Information Service (AIS), and has been created with the objective of supporting NOTAM sponsors in the preparation and submission phase to enable clear and concise provision of information to its readers. The NOTAM service is delivered by the UK NOTAM Office (NOF) a section within the NATS Aeronautical Information Management (AIM) department, who are charged with delivering the overall AIS service.

### References

ICAO Annex 15	Aeronautical Information Services
ICAO Doc 10066	Procedures for Air Navigation Services Aeronautical Information Management
ICAO Doc 8126	Aeronautical Information Services Manual
ICAO Doc 8400	ICAO Abbreviations and Codes
OPADD	Eurocontrol Guidelines Operating Procedures for AIS Dynamic Data
ICAO EUR Doc 041	Guidance on the Issuance of SNOWTAM
CAA Website	<a href="http://www.caa.co.uk">www.caa.co.uk</a>
AIS Internet Briefing Site	<a href="http://www.nats.aero/ais">www.nats.aero/ais</a>
AIS Contingency Internet Briefing Site	<a href="http://www.nats.aero/do-it-online/pre-flight-information-bulletins/">www.nats.aero/do-it-online/pre-flight-information-bulletins/</a>

### 1.1 NOTAM Definition - (ICAO Annex 15)

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

### 1.2 NOTAM Proliferation

Statistics indicate that the number of NOTAM being distributed globally continues to escalate. The NOF alone transmits in excess of 5558 NOTAM every month. As the complexities around services and facilities increase, so the requirement to deliver consistent information in an accurate and timely manner becomes vital.

### 1.3 NOTAM Sponsorship

The principle means of delivering temporary NOTAM proposals to NOF is by use of the AFTN. If AFTN is not available due to connectivity issues then sponsors can email their proposal to [notam.proposals@nats.co.uk](mailto:notam.proposals@nats.co.uk) using the NOTAM form at the following address: <http://www.nats.aero/ais/NOTAM>

Temporary NOTAM proposals shall be submitted to the NOF by the Authorised Source for the relevant aerodrome, airspace, or Navigation Warning, in accordance with the applicable Formal Arrangement. The Authorised Source may delegate sponsorship to a third party by notifying AIM, with the delegate identified by AFTN address or domain email and granted equivalent authority. AIM may, at its discretion, agree to apply basic conditions to such delegations (e.g. “weekends only”) and will endeavour to observe these conditions. The Authorised Source retains full responsibility for managing and overseeing all activity undertaken by the delegated sponsor.

In practical terms planned changes to facilities and services affecting the safe operation of aircraft should be notified to AIM giving as much notice as possible. Unserviceability or emergencies that cannot be foreseen and shall be notified as they occur. Unless such unforeseen circumstances occur or it is otherwise approved by the CAA, at least 24 hours’ advance notice is desirable to allow affected parties to take any

required action. However to facilitate the accurate and expedient processing of NOTAM, sponsors are also requested not to submit NOTAM proposals more than 118 days in advance.

#### 1.4 Assessment Process

If a hazard is assessed as having a significant impact on the safe operation of an aircraft or a change to the information published in the AIP has taken place, then a NOTAM may be considered to announce the circumstances.

#### 1.5 What to NOTAM

A NOTAM shall be considered for the following:

- a) Establishment, closure or significant changes in operation of aerodrome(s) or heliport(s) or runways.
- b) Establishment, withdrawal or significant changes in operation of aeronautical services (aerodromes, AIS, ATS, communications, navigation and surveillance (CNS), meteorology (MET), search and rescue (SAR), etc.).
- c) Establishment, withdrawal or significant changes in operational capability of radio navigation and air-ground communication services. This includes: interruption or return to operation, change of frequencies, change in notified hours of service, change of identification, change of orientation (directional aids), change of location, power increase or decrease amounting to 50 per cent or more, change in broadcast schedules or contents, or irregularity or unreliability of operation of any radio navigation and air-ground communication services or limitations of relay stations including operational impact, affected service, frequency and area;
- d) Unavailability of back-up and secondary systems, having a direct operational impact.
- e) Establishment, withdrawal or significant changes to visual aids.
- f) Interruption of or return to operation of major components of aerodrome lighting systems.
- g) Establishment, withdrawal or significant changes to procedures for air navigation services.
- h) Occurrence or correction of major defects or impediments in the manoeuvring area.
- i) Changes to and limitations on availability of fuel, oil and oxygen.
- j) Major changes to search and rescue facilities and services available.
- k) Establishment, withdrawal or return to operation of hazard beacons marking obstacles to air navigation.
- l) Changes in regulations requiring immediate action, eg prohibited areas for SAR action.
- m) Presence of hazards not otherwise promulgated, which affect air navigation (including obstacles, military exercises and operations, intentional and unintentional radio frequency interferences, rocket launches, displays, fireworks, sky lanterns, rocket debris, races and major parachuting events.
- n) Conflict zones which affect air navigation (to include information that is as specific as possible regarding the nature and extent of threats of that conflict and its consequences for civil aviation)
- o) Planned laser emissions, laser displays and search lights if pilots' night vision is likely to be impaired.
- p) Erecting or removal of, or changes to, obstacles to air navigation in the take-off/climb, missed approach, approach areas and runway strip.
- q) Establishment or discontinuance (including activation or deactivation) as applicable, or changes in the status of prohibited, restricted or danger areas.
- r) Establishment or discontinuance of areas or routes or portions thereof where the possibility of interception exists and where the maintenance of guard on the VHF emergency frequency 121.5 MHz is required.
- s) Allocation, cancellation or change of location indicators.
- t) Changes in aerodrome/heliport rescue and firefighting category provided (see Annex 14, Volume I, Chapter 9, and Attachment A, Section 17).
- u) Presence or removal of, or significant changes in, hazardous conditions due to snow, slush, ice, radioactive material, toxic chemicals, volcanic ash deposition or water on the movement area.
- v) Outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures.

- w) An operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and/or horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes which could be affected.
- x) Release into the atmosphere of radioactive materials or toxic chemicals following a nuclear or chemical incident, the location, date and time of the incident, the flight levels and routes or portions thereof which could be affected and the direction of movement.
- y) Establishment of operations of humanitarian relief missions, such as those undertaken under the auspices of the United Nations, together with procedures and/or limitations which affect air navigation; and
- z) Implementation of short-term contingency measures in cases of disruption, or partial disruption, of ATS and related supporting services

## 1.6 What Not to NOTAM

The following information shall not be notified by NOTAM:

- a) Routine maintenance work on aprons and taxiways which does not affect the safe movement of aircraft.
- b) Runway marking work, when aircraft operations can safely be conducted on other available runways, or the equipment used can be removed when necessary.
- c) Temporary obstructions in the vicinity of aerodromes/heliports that do not affect the safe operation of aircraft.
- d) Partial failure of aerodrome/heliport lighting facilities where such failure does not directly affect aircraft operations.
- e) Partial temporary failure of air-ground communications when suitable alternative frequencies are known to be available and are operative.
- f) The lack of apron marshalling services and road traffic control.
- g) The unserviceability of location, destination or other instruction signs on the aerodrome movement area.
- h) Parachuting when in uncontrolled airspace under VFR, when controlled, at promulgated sites or within danger or prohibited areas.
- i) Training activities by ground units.
- j) Unavailability of back-up and secondary systems if these do not have an operational impact.
- k) Limitations to airport facilities or general services with no operational impact.
- l) National regulations not affecting general aviation.
- m) Announcement or warnings about possible/potential limitations, without any operational impact.
- n) General reminders on already published information.
- o) Availability of equipment for ground units without containing information on the operational impact for airspace and facility users.
- p) Information about laser emissions without any operational impact and fireworks below minimum flying heights.
- q) Closure of movement area parts in connection with planned work locally coordinated of duration of less than one hour.
- r) Closure or unavailability of, or changes in, operation of aerodrome(s)/heliport(s) outside the aerodrome(s)/heliport(s) operational hours; and
- s) Other non-operational information of a similar temporary nature.

## 1.7 Permanent Changes to the UK Civil AIP

Permanent Changes to the UK AIP are to be submitted using the online process available from the AIS Portal <https://www.aurora.nats.co.uk/>

Note: More information about submitting AIP Change Requests and publishing other aeronautical information products can be found here: <http://www.nats.aero/ais/submit-change-request>

Do not use AFTN to sponsor a Permanent NOTAM, they should be submitted via Aurora Data Originators Portal as part of the AIP Change Request. However, during out-of-hours, if a Perm change is imminent and critical to Flight Safety then a temporary NOTAM may be issued for a maximum of 7 days. The sponsor must submit an AIP CR as soon as possible but within 7 days.

## 1.8 Regulatory approvals

Compliance with regulatory approval requirements shall not inhibit the urgent distribution of aeronautical information necessary to ensure the safety of flight.

Regulatory approvals of items submitted via AIM Data Originators Portal are sent to the CAA directly by the AIM.

Notifying the CAA about any temporary changes promulgated via NOTAM, to data items requiring regulatory approval, remain the responsibility of the Sponsor but NOF may be asked for assistance or coordination.

When an aerodrome wishes to temporarily increase their declared distance, eg special events, the AD Operator must obtain prior approval from (in accordance with CAP1054 Annex A) before a NOTAM is proposed.

Note: More information about regulatory approvals and notifications process is provided in CAP 1054.

## 1.9 Permanent Changes to the UK Mil AIP

Military units can issue permanent NOTAM via AFTN; however, the sponsor is to advise No 1 AIDU as soon as possible to ensure the UK Mil AIP is updated.

a) NOTAM concerning Military Publications are to accord with:

- In the first instance military originators that wish to reference one of the agreed military publications (listed below) in NOTAM should always be referred to AIDU who will review the request to ensure that only those errors fitting the listed criteria are subject to NOTAM action.
- Following an assessment by AIDU NOTAM action may be promulgated with reference to the following publications:
  - i. MilAIP
  - ii. Terminal Charts/Terminal Charts Booklets including Aerodrome Booklets, Helicopter Landing Sites (UK and Hospital), Minor Aerodromes and relevant Amendment Bulletins
  - iii. En-Route Charts, Supplements and Amendment Bulletins
  - iv. Low Flying Chart and M5219A and Amendment Bulletin (CALF)
  - v. DAFFIF
- All other publications are excluded

Note: UK MIL AIP is available at <https://www.aidu.mod.uk/aip/>, more information on submitting changes to the UK MIL AIP and publishing other MIL aeronautical information products can be found here: <https://www.aidu.mod.uk/aip/userSupport.html>

## 1.10 Temporary Changes

The principle means of delivering temporary NOTAM proposals to the NOF is by use of the AFTN. If AFTN is not available due to connectivity issues, then sponsors can email their proposal to [notam.proposals@nats.co.uk](mailto:notam.proposals@nats.co.uk) using the NOTAM form at the following address: <http://www.nats.aero/ais/NOTAM>

Authorised sponsors that do not have an AFPEX account can sign up for a free NOTAM only account.

AFPEX can be found here: [www.myafpex.co.uk](http://www.myafpex.co.uk)

Apply for an AFPEX account: <https://ts1.flightplanningonline.co.uk/applyingForAnAccount.html>

AFPEX NOTAM Help/Guide can be found here: <https://www.myafpex.co.uk/guides/notam.php>

### 1.11 NOTAM Duration Information of a PERMANENT character

Within three months from the issuing of a permanent NOTAM, the information contained in the NOTAM shall be included in the aeronautical information products affected (eg AIP, charts, datasets).

If at the time of NOTAM submission, it is clear that the information is permanent, PERM NOTAM should be issued. Please see paragraph 1.7 Permanent Changes to the UK Civil AIP above.

### 1.12 NOTAM Duration Information of a TEMPORARY character

Within three months from the issuing of a temporary NOTAM of long duration, the information contained in the NOTAM shall be included in other aeronautical information products.

It means that if at the time of NOTAM submission, it is clear to the Sponsor that the information is temporary but of long duration, NOTAM can be issued for 90 days, and other aeronautical information products must be proposed by the Sponsor to promulgate the information beyond the period of validity of such NOTAM.

When a NOTAM with estimated end of validity unexpectedly exceeds the three-month period, a replacement NOTAM can be issued once. In each case UK NOF should be made aware of the re-issuance. A request for a second (and further) re-issuance of the same NOTAM is subject to CAA's approval. The CAA may agree to re-issue NOTAM if sufficient justification is provided by the Sponsor and it is clear that it is necessary to ensure safety of aircraft operations.

Note: UK NOF records every re-issued NOTAM and provided justification for audit purposes.

### 1.13 Briefing Sheets

Briefing Sheets can be used in exceptional circumstances when a temporary change considered operationally significant is submitted to AIM containing extensive text or graphics but there is insufficient time to publish an AIRAC AIP Supplement or an AIC, and a NOTAM is issued promptly to inform users about the changes. This NOTAM shall point to the Briefing Sheet which contains the full text and graphics detailing the temporary change. For more information see CAP 1054.

#### Layout of the Briefing Sheet

The content of a Briefing Sheet is not managed by AIM and not stored as a database feature. The sponsor must provide the Briefing Sheet in accordance with the templates provided, including any graphics.

<http://www.nats.aero/ais/briefingsheets>

#### Information Flow

Completed Briefing Sheets shall be provided to AIM via a change Request (CR) in the Aurora Portal and will be processed during core office hours Mon – Thu 08:00 – 16:00, Fri 08:00 – 14:00<sup>2</sup>. AIM will assign a unique

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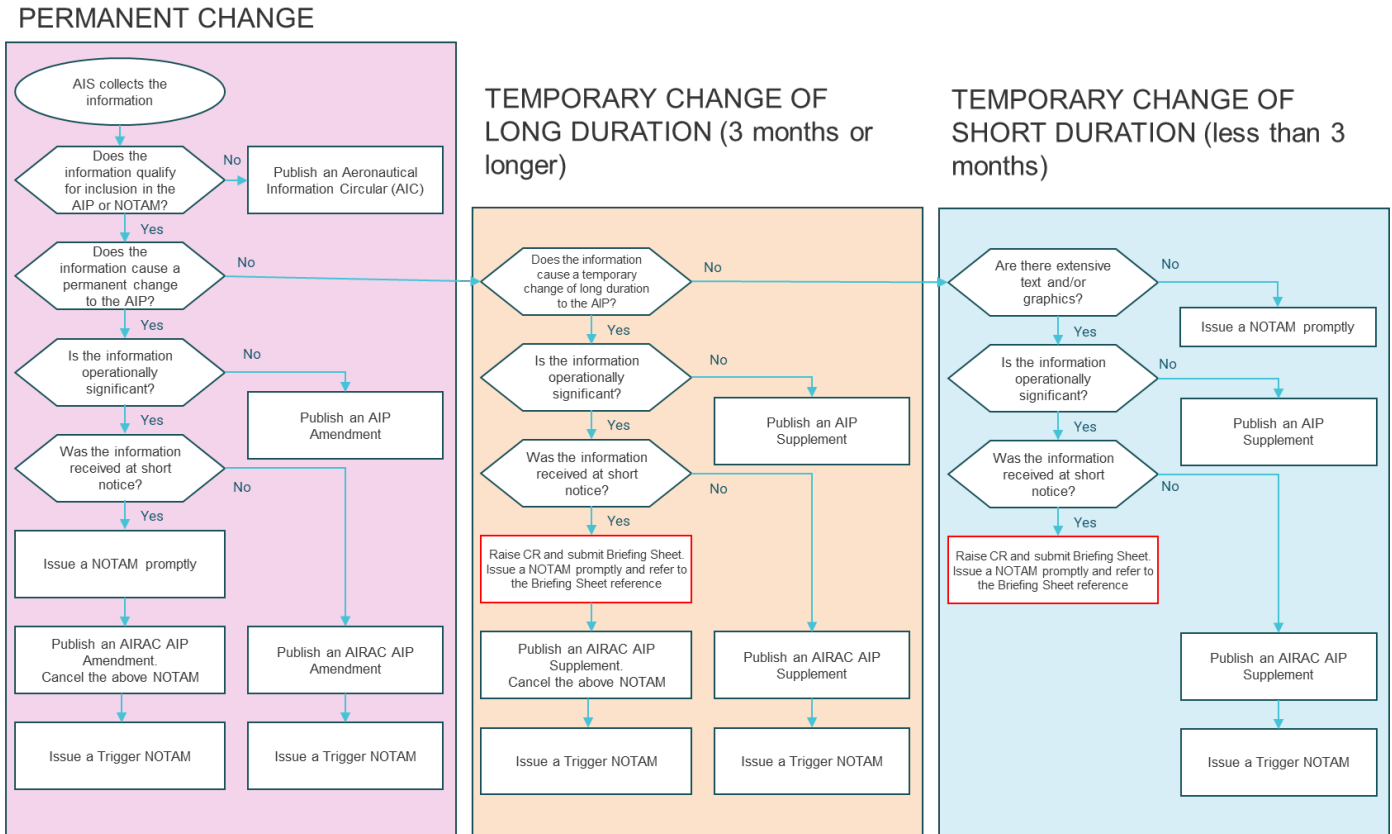
<sup>2</sup> Briefing Sheet requests submitted out of core office hours will not be processed until the next mid working day, if the activity is more urgent than this affords the sponsor shall not wait for a URN and shall notify the activity directly as standard NOTAM proposal only.

reference number (URN) to the Briefing Sheet, save the document as a PDF, host it on the NATS Internet Briefing System and inform the sponsor of the URN.

The sponsor is responsible for raising the NOTAM using their normal proposal method, and shall add the following to field E of the NOTAM proposal:

BRIEFING SHEET [URN] LOCATED AT HTTP://WWW.NATS.AERO/AIS/BRIEFINGSHEETS REFERS.

(See diagram below to see the information flow)



### 1.14 Confirmation of NOTAM Issued

The authorised source shall, following the publication of a NOTAM that it has originated, review its content to ensure its accuracy and raise any potential issues with the NOF.

## 2. Type

### 2.1 Airspace Activities

Planned Activities such as air exercises, flight trials, air displays, ballooning, kite flying etc impacting upon normal flying operations must be brought to the attention of other airspace users. To facilitate this, a department within the CAA, Airspace Regulation (AR) ([arops@caa.co.uk](mailto:arops@caa.co.uk) 01293 983880) acts as a focal point to validate and co-ordinate airspace activities taking place within the UK.

Organisers of such events are required to contact the CAA giving as much notice as possible. An individual assessment of each activity is conducted by an Airspace Regulator resulting in an appropriate method of notification on behalf of the organiser.

*Note: More information about event and obstacle notification can be found here: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Event-and-obstacle-notification/>*

## 2.2 'Out-of-Hours' Nav Warnings

When the NOF receives a NOTAM for a Nav Warning request outside the CAA AR operational hours which has not been de-conflicted by CAA AR, NOF shall inform the sponsor about the NOTAM policy and advise the sponsor to contact CAA AR, the NOF should also inform CAA AR about the request.

However where there is an urgent need to distribute a NOTAM for a Nav Warning to ensure safety of operations and when contact with CAA AR is not possible before the start of the activity (or occurrence of any other hazard to air navigation) and the sponsor has confirmed that the activity (or hazard) cannot be cancelled (or hazard eliminated) or delayed, a NOTAM should be published. Both CAA AR and CAA AIMR should be notified via email including a copy of the NOTAM (marked HIGH IMPORTANCE). CAA AR shall de-conflict such notifications at the earliest opportunity.

It is the Sponsor's responsibility to notify AR in advance of any planned unusual aerial activities taking place outside an ATZ to ensure de-confliction of the airspace. Publication of a NOTAM cannot be considered as a means of notifying the CAA about the activity and must not be considered as approval for the activity.

CAA AR Operational hours for the purpose of the arrangements in this policy are:

Mon – Fri 08:30 – 16:30 (excluding UK public bank holidays and notified closed periods).

The above policy is valid for new NOTAM requests as well as changes and cancellations of published NOTAM for Nav Warnings unless agreed otherwise between CAA AR, NOF and the sponsor(s).

## 2.3 Unlicensed Aerodromes

Unlicensed aerodromes with or without an ICAO 4-letter location indicator are able to propose NOTAM for safety related subjects for facilities and services at their aerodrome. Such information will be issued as an E Series NOTAM. Unlicensed aerodromes with or without an AFTN that have unusual aerial activities shall be brought to the attention of CAA Airspace Regulation who will consider an H series NOTAM.

Notification of safety related subjects relating to facilities and services at unlicensed aerodromes shall be directed to the NOF in the first instance.

## 2.4 En-route Obstacles

The ENR 5.4 section of the UK AIP contains a list of all known obstacles in the UK FIRs above 100m/328ft AGL. The information includes unique references, obstacle types and whether lighting is known to be fitted or not. The source of all information published in this section is the Defence Geographic Centre (DGC).

If a permanent or temporary change is known to have taken place, e.g. a new en-route obstacle or a lighting outage, then the CAA must be notified.

*Note: More information about event and obstacle notification can be found here: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Event-and-obstacle-notification/>*

## 2.5 Aerodrome Obstacles/safeguarding

An aerodrome has the sole responsibility for notifying relevant obstacles affecting aerodrome operations in accordance with CAP 738 and 785A/B. Consequently, a NOTAM proposal received by NOF from an aerodrome notifying obstacles can therefore be regarded as necessary for the purposes of aerodrome safeguarding.

A NOTAM proposal received by NOF from an aerodrome must include –

- i. Type of obstacle.
- ii. Obstacle position and location, represented by geographical coordinates in degrees, minutes, seconds and tenths of seconds if required for accuracy.
- iii. Obstacle height in AGL and AMSL in feet
- iv. Obstacle marking, and type and colour of obstacle lighting (if any).

(NOF will defer to proposer if any of these criteria are missing.)

The NOF will promulgate the NOTAM as scope 'AE' thereby ensuring the information is included in an aerodrome PIB and En-route PIB.

CAA/AR section propose 'N' series (En-route) NOTAM for obstacles over 100m/328ft AGL and not affecting aerodrome operations that are notified to CAA by owners/operators.

Obstacles above 100m/328ft AGL that are outside of the safeguarding area, but within an aerodrome's controlled airspace shall be promulgated using scope 'AE' thereby ensuring the information will appear in an aerodrome (PIB) and En-route PIB-

## 2.6 Aerodrome NOTAM Processing

If the obstacle is assessed as affecting more than one licensed aerodrome, then additional NOTAM may be issued to ensure that the notification appears on all relevant PIB. One NOTAM will be scoped as **AE** (Aerodrome and En-route), any additional NOTAM will be scoped **A** to identify other affected aerodrome/s.

## 2.7 New/Temporary obstacles regarding the safe operation of aircraft

All obstacles over 100 m (328ft) AGL are to be notified to the CAA. It is mandatory to notify the CAA of any obstacle of a height of 100m AGL and more. This requirement applies regardless of where the obstacle is located.

Obstacles within aerodrome notification areas should be notified to the relevant aerodrome operator.

Occasionally unverified reports are received from the public describing the presence of an obstacle. In response to any report received 'out of hours', AIM will raise a NOTAM containing a statement "UNVERIFIED REPORT OF OBSTACLE" until verification by the CAA or MAMC can take place.

*Note: More information can be found on the CAA website <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Event-and-obstacle-notification/> and in CAP 738, 764 and 1096.*

## 2.8 SNOWTAM

SNOWTAM proposals from authorised licensed aerodromes shall be sent to the NOF using the address EUCEYYP. The NOF will subsequently process and issue the SNOWTAM.

In order for the UK (NOF) to receive the proposal and for it to be processed correctly, the message must be constructed correctly according to the specific format for SNOWTAM Proposals. Construction of the SNOWTAM Proposal message is to be in accordance with EUROCONTROL - EAD Service Operational User Handbook - Data Provider, Appendix C - NOTAM and SNOWTAM Proposal Format (EAD/ DOC-GEKB38). Sponsors can request a copy of this document from [aimr@caa.co.uk](mailto:aimr@caa.co.uk).

In cases where the SNOWTAM proposal is incorrectly addressed, formatted, or constructed, it will be rejected either systematically or manually to the originating AMHS/AFTN address. **It is the responsibility of the Sponsor to monitor for rejection messages and take appropriate action.** Sponsors are also responsible for reviewing the SNOWTAM back copies and raising any potential issues directly with the NOF.

The business rules applied to SNOWTAM content are documented in the EAD Service ICD INO Data Provider Annex E (EAD-DOC-FRRSOW-1) Sponsors can request a copy of this document from [aimr@caa.co.uk](mailto:aimr@caa.co.uk). Any content that triggers a warning will be accepted by the NOF and processed as provided. Any content that triggers an error will be rejected by the NOF with the error message within the rejection message.

In the event of an outage to an AMHS/AFTN connection, email submissions will be accepted to [notam.proposals@nats.co.uk](mailto:notam.proposals@nats.co.uk) using the online form ([SNOWTAM REQUEST FORM](#)).

## 2.9 EGNOS NOTAM

NOF can accept NOTAM proposals submitted by the CAA re EGNOS/LPV, in accordance with the next steps agreed between the CAA and ESSP. Currently no EGNOS/LPV NOTAM proposals are executed in the UK.

## 2.10 Remembrance Day NOTAM

Every year the CAA will authorise a NOTAM to be issued to cover Remembrance Day and Armistice Day as per the examples below:

### Armistice Day

Q)EGXX/QAFX/IV/NBO/E/000/999/5504N00500W999  
A)EGTT EGPX  
B)YY11111000  
C)YY11111130  
E)VARIOUS AD ARE TO OBSERVE A TEMPORARY CESSATION OF RADIO FREQUENCY FOR THE TWO MINUTE SILENCE ON ARMISTICE DAY. DURING THE TWO MINUTE SILENCE NO RADIO TRANSMISSIONS WILL BE MADE, EXCEPT IN AN EMERGENCY. MORE INFORMATION IS TO BE PROVIDED BY RELEVANT ATC AND FIS

### Remembrance Day

Q)EGXX/QAFX/IV/NBO/E/000/999/5504N00500W999  
A)EGTT EGPX  
B)YY11DD1000  
C)YY11DD1130  
E)VARIOUS AD ARE TO OBSERVE A TEMPORARY CESSATION OF RADIO FREQUENCY FOR THE TWO MINUTE SILENCE ON REMEMBRANCE DAY. DURING THE TWO MINUTE SILENCE NO RADIO TRANSMISSIONS WILL BE MADE, EXCEPT IN AN EMERGENCY. MORE INFORMATION IS TO BE PROVIDED BY RELEVANT ATC AND FIS

## 2.11 Firework Displays

Information relating to firework displays that do not exceed 1000ft AGL will only routinely be promulgated by NOTAM if the display falls within the area defined in Annex B to CAP 736. NOTAM action may also be taken if the display lies inside CAS or close to known low-level aircraft routes.

### 3. NOTAM

#### 3.1 The AFTN NOTAM Proposal

As a general principle, each submission should deal with only one subject and one condition. Avoid sending a NOTAM proposal that describes a multitude of disconnected subjects. The information must be clear and unambiguous giving the reader the ability to quickly assess the impact.

Be mindful that the information will be delivered to an international audience where a great many recipients will not have English as their primary language.

All proposals should be transmitted to the UK NOF using the AFTN address **EUECYIYP**. This address is used by those NOF Offices that have adopted the European AIS Database (EAD) service for broadcasting their NOTAM.

When composing the NOTAM Proposal, it is important that the first line of text is constructed according to an explicit format. The message is to be prefixed with the type of NOTAM i.e. **NOTAMN** to announce a new NOTAM, **NOTAMC** to cancel a NOTAM and **NOTAMR** to replace a current NOTAM (A NOTAM must be cancelled prior to being replaced).

The use of **PROPOSAL EGGN** in the first line of text is compulsory and signifies that the message is for the attention of the UK NOTAM Office.

After the first line, the message can take any format. The closer the content is aligned to the NOTAM format the quicker AIM will be able to process the message for distribution. Some examples follow:

NOTAMN PROPOSAL EGGN  
EASTERN TAXIWAY CLOSED DUE RESURFACING  
FROM 0800 TO 2300 ON 24 JAN

NOTAMN PROPOSAL EGGN  
Q) EGTT/QMRLT/IV/NBO/A/000/999/5124N00321W005  
A) EGFF B) 1201011000 C) 1201011800 EST  
E) RWY 07 LIMITED, AVAILABLE FOR LANDINGS ONLY

NOTAMC PROPOSAL EGGN F0125/13  
CANCEL NOTAM F0125/13 WORK COMPLETED AHEAD OF SCHEDULE

NOTAMR PROPOSAL EGGN A0123/12  
EXTEND NOTAM A0123/12 UNTIL 28 JUN 1500 DUE CONTINUED OUTAGE

#### 3.2 NOTAM Format

NOTAM are required to conform to an explicit template. Using the example below, an explanation of the format follows:

A1234/14 NOTAMN  
Q) EGTT/QMRLC/IV/NBO/A/000/999/5129N00028W005  
A) EGLL  
B) 1408231500 C) 1409310500  
D) 1500-1600, 0430-0500  
E) RWY 09R/27L CLOSED DUE WIP

#### 3.3 The NOTAM Construct:

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**A1234/13** represents the NOTAM Series, followed by a sequential 4-digit number, followed by two digits to indicate the year. (Max 9999/YY).

**NOTAMN** Indicates this is a new NOTAM. Other options are **R** for NOTAM replacing another or **C** for one cancelling another. Replacement NOTAM can only be used to replace a NOTAM that is already in effect.

**Q) EGTG/QMRLC/IV/NBO/A/000/999/5129N00028W005**

The Qualifying line, or Q Line, is an AIS tool used to categorise the NOTAM according to its scope. It consists of up to eight fields separated by a stroke (/) comprising FIR, Q Code, Traffic, Purpose, Scope, Vertical Limits, Co-ordinates and Radius.

As a sponsor of NOTAM there is no requirement to comprehend how the Q Line is applied. Various default values apply according to the nature of the message.

**EGTT** is an ICAO code, identifying the (London) FIR to which the NOTAM refers. Should the activity take place in more than one FIR then the code **EGXX** is applied and the specific FIRS affected are inserted into field **A** of the NOTAM

**QMRLC** is a 5 letter NOTAM code identifying subject and status. In this case **MR** is a Runway, **LC** indicates a closed status. **IV** indicates that this information is significant for both IFR and VFR operations while **NBO** indicates a message for immediate attention, for inclusion in a PIB and operationally significant.

**A** represents the scope which in this case is an Aerodrome NOTAM as opposed to an En-Route E NOTAM or Navigation Warning **W**. Combinations **AE** and **AW** can also be applied according to the subject being described.

**000/999** represents the lower and upper limits expressed as a flight level. In this case it is left as a default as it is not applicable.

**5129N00028W005** is the 'Centre point' using degrees and minutes followed by a radius of influence. Navigation Warning activity at a single point are often rounded up to cater for the 6/7 coordinate digits in Field E from in the QLine (up to 0.7NM) which only takes 4/5 digits (OPADD 2.3.13.3). This may result in a larger radius in the QLine to what is stated in Field E.

In this case the default value of 5NM has been applied based on the aerodrome ARP. A default radius of 999 is applied for NOTAM that cannot be associated to a specific area and for those that affect the whole FIR.

**Position (Where)**

**A) EGLL** is the ICAO code of the aerodrome (Heathrow). While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.

**Effective from (Begins)**

**B) 1408231500** is the Date/time group in UTC when the NOTAM becomes effective. Year, Month, Day, Time. NOTAM used to replace or cancel other NOTAM can only be issued With Immediate Effect (WIE) and cannot have a future effective (start) date.

**Effective until (Finishes)**

**C) 1409310500** is the Date/time group in UTC when the NOTAM ceases to be effective. Temporary NOTAM shall exist no longer than 90 days.

Where an expiry date/time can only be estimated, **EST** may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the **EST** expiry time.

#### Planned Schedule (Optional)

**D) 1500-1630, 0430-0500** this provides the opportunity to describe a schedule of events within the effective date of the NOTAM. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.

Breaks of more than 7 days in Field D are not allowed.

#### Plain Language (Free-text)

**E) RWY 09R/27L CLOSED DUE WIP** is the textual part of the NOTAM indicating that Runway 09/27 is closed due to work in progress.

This item describes the 'subject' and 'condition' and is probably the most important part of the message. The information should be explicit giving the reader the ability to quickly assess the impact to their operation.

Start with a 'headline' to describe the subject and event e.g. RWY...CLOSED, TWY... WIP, DANGER AREA ... ACTIVATED, FREQUENCY ... U/S. After which supplemental information may be considered to describe the impact.

Avoid information that may be considered as 'nice to have' or complementary. Use internationally recognised abbreviations (as per ICAO Doc 8400) unless their use creates misunderstanding. A list of abbreviations is available in the General (GEN) section of the AIP but note that National abbreviations (in italics) cannot be used for NOTAM.

#### Use of Coordinates

If there is a requirement to describe an area or polygon, the provision of coordinates Degrees/Minutes/Seconds shall be used e.g. 521049N 0012035W. When describing an area coordinated shall be listed in a clockwise order and the first coordinate shall be repeated, at the end of the list, in full to close the polygon.

Guidance in composing the text of a NOTAM can be obtained by contacting the NOTAM Office directly to establish that the proposal clearly captures the objective.

#### Vertical Parameters

Fields F & G describe lower and upper limits. They are not used for Aerodrome NOTAM scoped **A**; however, they are used for airspace notifications such as navigation warnings, airspace reservations and Danger Area activities. The sponsor should ensure that appropriate values are included in the NOTAM proposal e.g. FLO90, 3000FT AMSL.

When the values in Fields F and G are expressed as a flight level (FL) or altitude (AMSL) the associated FL values will also be applied in the Q Line. It is recommended that the use of AGL is avoided in fields F & G, as it demands a calculation based upon the highest terrain elevation for the region or FIR.

### 3.4 Transmission

NOTAM are automatically transmitted by AFTN to the distribution list managed by the NOF. Requests to amend the AFTN distribution lists used for NOTAM shall be directed to the NOF using email address: [notam.proposals@nats.co.uk](mailto:notam.proposals@nats.co.uk).

## 4. SNOWTAM

### 4.1 The AFTN SNOWTAM Proposal

The following is intended to be guidance only and does not constitute specific advice for any particular aerodrome. Aerodrome Operators and ATS units should liaise with their system suppliers (where applicable) to ensure that any actions taken will achieve the required outcome for their specific system. Aerodrome Operators and ATS units should refer to EAD Service Operational User Handbook - Data Provider, Appendix C - NOTAM and SNOWTAM Proposal Format (EAD/ DOC-GEKB38), ICAO Doc 10066 PANS-AIM and ICAO Eur Doc 041.

The format and processes for constructing the aeroplane performance calculation section, and Situational Awareness section of the SNOWTAM has not changed, and existing provisions from ICAO Doc 10066 PANS-AIM and ICAO Eur Doc 041 Guidance on the Issuance of SNOWTAM still apply. However, for clarity the full format has been included below, including the changes for the Proposal Format.

The abbreviated header used in the direct SNOWTAM submission format should not be included in a SNOWTAM Proposal.

SNOWTAM proposal serial number is optional - if included, it must be a 4-digit number, starting at 0001 at the beginning of each calendar year, however the number is replaced by EAD's own numbering system for each Aerodrome for the final transmitted SNOWTAM.

The text "SNOWTAM PROPOSAL" in the SNOWTAM Format, the NOF address (EGGN) the proposal will be forwarded to, and the optional SNOWTAM serial number in a four-digit group shall be separated by a space, for example: SNOWTAM PROPOSAL EGGN 0124.

For readability purposes for the SNOWTAM message, include a line feed after the SNOWTAM serial number or after EGGN if it is omitted, after Item A, and after the aeroplane performance calculation section.

The letters used to indicate items in table below are only used for reference purposes and shall not be included in the messages. The letters, M (mandatory), C (conditional) and O (optional) mark the usage and information.

When reporting on more than one runway, repeat Items B to H (aeroplane performance calculation section). Metric units shall be used and the unit of measurement not reported.

Refer to AIC Y 054/2024 for Item T guidance.

### 4.2 SNOWTAM Format

The following examples are not exhaustive and are for information only. Aerodrome Operators and ATS units should refer to EAD Service Operational User Handbook - Data Provider, Appendix C – NOTAM and SNOWTAM Proposal Format (EAD/ DOC-GEKB38), ICAO Doc 10066 PANS-AIM and ICAO Eur Doc 041:

**Example 1:** SNOWTAM proposal issued by London Heathrow Tower which includes situational awareness and Plain Text remarks.

```
GG EUECYYP
311842 EGLLZTZ
(SNOWTAM PROPOSAL EGGN 0351
EGLL
10311800 09L 2/2/2 100/100/100 04/04/04 SLUSH/SLUSH/SLUSH
10311730 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH
```

RWY 09L SNOWBANK R20 FM CL. RWY 09R ADJ SNOWBANKS. TWY B POOR. APRON NORTH POOR. RMK/  
STANDS CONTAIN GRIT / STAND 12 CLOSED DUE ICE.  
)

**Example 2:** SNOWTAM proposal issued by London Heathrow Tower with no situational awareness or plain text remarks.

GG EUECYIYP  
311855 EGLLZTZ  
(SNOWTAM PROPOSAL EGGN  
EGLL 10311800 09L 5/5/5 100/100/100 NR/NR/NR WET/WET/WET  
10311730 09R 5/5/5 100/100/100 NR/NR/NR WET/WET/WET  
)

**Example 3:** SNOWTAM Proposal issued by London Heathrow Tower with situational awareness but no plain text remarks.

GG EUECYIYP  
311855 EGLLZTZ  
(SNOWTAM PROPOSAL EGGN  
EGLL 10311800 09L 5/5/5 100/100/100 NR/NR/NR WET/WET/WET  
10311730 09R 5/5/5 100/100/100 NR/NR/NR WET/WET/WET

RWY 09L CHEMICALLY TREATED. RWY 09R CHEMICALLY TREATED.  
)

#### 4.4 Transmission

SNOWTAM are automatically transmitted by AFTN to the distribution list managed by the NOF. Requests to amend the AFTN distribution lists used for NOTAM shall be directed to the NOF using email address: [notam.proposals@nats.co.uk](mailto:notam.proposals@nats.co.uk).

## 5. Notifying Military Airspace Management Cell (MAMC)

NOTE. Any military activity after 2300 (Local) Monday-Friday, and at any weekend or public holiday, requires MAMC approval.

MAMC can be contacted during the opening hours in accordance with UK AIP (civil) – ENR 1.10, Section 5.1.5 and Section 5.1.6.

NOTAM of specific interest to MAMC, for day and night activities, are listed at paragraphs 1 and 2 below; however, the CAA/ MAMC will not include a military mandate to avoid the promulgated activity. Any such requests submitted through CAA AR should be referred to MAMC.

### 5.1 Daytime Activities

- Quarry Blasting
- Demolition of Explosives
- Demolition by use of Explosives
- Gas venting
- Underslung loads work
- Glider sites operating outside published hrs/location/dimensions

### 5.2 Night Activities

In the event of a de-confliction between two or more military Unusual Air Activities (UAAs) at night (as per the Low Flying Night Periods published in the Military Low Flying Hand Book), AR will liaise with MAMC to de-conflict prior to NOTAM proposal. If there is no de-confliction at the time of processing AR will propose a NOTAM and provide MAMC a back copy by email ([SWK-MAMC-Lowflying@mod.gov.uk](mailto:SWK-MAMC-Lowflying@mod.gov.uk)).

- Civilian Parachuting, air-drops
- Parachuting, air-drops (inc stores)
- Tactical landings
- FACEX/CASEX
- Mil Air Ex
- Mil Flight Trials
- Lights Out – liaise with MAMC to ensure that the activity is promulgated by NOTAM and that a Warning is also included on CADS.

### 5.3 Ground Based Activities/Events

In order to safeguard or minimise the impact on the following activities, an H series NOTAM will be released by MAMC with the caveat that, 'Mil acft shall avoid the area between ground level and 2000ft AGL. All requests submitted through MAMC should be referred to CAA AR to confirm CAA agreement to any associated prior to MAMC issuing the NOTAM Proposal.

Any such requests submitted through CAA AR should be referred to MAMC to confirm MOD agreement to any associated avoid prior to CAA AR issuing the NOTAM proposal.

- Ground filming activities
- Agricultural events
- Cultural events
- Equestrian events

### 5.4 Low-Level Obstacles

All obstacles (including cranes) above 100ft and less than 328ft AGL within the UK Low Flying System (UKLFS) will be published as a K Series NOTAM by MAMC. The only exception will be for those obstacles that are within a Tactical Training Area (TTA) when a NOTAM to be published for obstacles above 79ft AGL.

If the obstacle is less than either 80ft AGL within a TTA or 100ft AGL within the remainder of the UKLFS, the information is to be incorporated onto the DVOF (Digital Vertical Obstruction File) database.

## 6. NOTAM Templates/Examples

Below are additional 'Notes' field best practices and example templates for NOTAM that are not covered by the Digital NOTAM specification.

### 6.1 BEST PRACTICE – AIRSPACE (FIR)

B0581/12 NOTAMN  
Q) EGTT/QACF/IV/BO/E/000/100/5248N00240W040  
A) EGTT B) 1209251100 C) 1209261500  
B) 1204100000 C) PERM  
E) SHAWBURY LOWER AIRSPACE RADAR SERVICE FREQ CHANGED TO 133.150MHZ

### 6.2 BEST PRACTICE – COMBINED AIRSPACE AND AERODROME NOTES

C6709/12 NOTAMN  
Q) EGTT/QSPLT/IV/BO/AE/000/105/5122N00243W021  
A) EGGD B) 1204100000 C) 1204102359

E) BRISTOL PRIMARY RADAR OUT OF SERVICE, SRA NOT AVBL

A1367/13 NOTAMN

Q) EGPX/QAZAH/IV/NBO/AE/000/030/5733N00403W003

A) EGPE B) 1304101509 C) 1305302100

E) INVERNESS ATZ OPR HR CHANGED.

MON 0530-2100, TUE-FRI 0145-2100, SAT 0145-1930, SUN 0545-2100

### 6.3 BEST PRACTICE – SURVEILLANCE EQUIPMENT/SERVICE NOTES

LOWER AIRSPACE RADAR SERVICE Unavailable

Lower Airspace Radar Service unavailable.

Consider adding:

Pilots will receive a Basic Service only.

Or

Lower Airspace Radar Service unavailable.

Frequency (xxx.xxMHz) will not be monitored for the period.

LOWER AIRSPACE RADAR SERVICE Unavailable at Times

Lower Airspace Radar Service unavailable.

Consider adding:

Pilots should call to request services as required, but may receive a Basic Service only

**Primary Radar Unavailable**, (APCH Radar and/or LARS) – SSR Available

Primary Surveillance Radar unavailable.

Consider adding:

Surveillance based services available with reduced traffic information/deconfliction advice. Procedural and Basic Service unaffected

(Delete Procedural as appropriate).

**Secondary Radar Unavailable** (APCH Radar and/or LARS) – PSR Available

Secondary Surveillance Radar unavailable.

Consider adding:

Surveillance based services available with reduced traffic information/deconfliction advice.

Procedural and Basic Service unaffected

(Delete Procedural as appropriate).

**No Radar Available** (APCH Radar and/or LARS) – Surveillance radar unavailable

Surveillance based services unavailable.

Consider adding:

Procedural or Basic Service only

(Delete Procedural as appropriate).

### 6.4 BEST PRACTICE – NAVIGATIONAL EQUIPMENT/SERVICE NOTES

ILS Out of Service

ILS Rwyxx out of service. Pilots can expect a (*insert VOR, NDB, GNSS, SRA, Visual etc.*) approach.

ILS Calibration

ILS Rwyxx flight check in progress. ILS may be radiating on runway not in use. Pilots should plan for an alternative instrument approach.

DME Out of Service

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*(Identifier)* DME out of service.

Consider adding:

- Inbound ranges for ILS or NDB approaches available from ATC.
- LOC/DME approaches unavailable.
- *(Identifier)* SID/S unavailable. Individual departure clearances will be issued by ATC.
- *(Identifier)* STAR/S unavailable. Individual arrival routing will be issued by ATC.

NDB Out of Service

*(Identifier)* NDB out of service.

Consider adding:

- Pilots can expect a (insert ILS, VOR, GNSS, SRA, Visual etc.) approach.
- *(Identifier)* SID/S unavailable. Individual departure clearances will be issued by ATC.
- *(Identifier)* STAR/S unavailable. Individual arrival routing will be issued by ATC.

VOR Out of Service

*(Identifier)* VOR out of service.

Consider adding:

- Pilots can expect a (insert ILS, NDB, GNSS, SRA, Visual etc.) approach.
- *(Identifier)* SID/S unavailable. Individual departure clearances will be issued by ATC.
- *(Identifier)* STAR/S unavailable. Individual arrival routing will be issued by ATC.

DRDF Out of Service

*(Frequency)* VDF out of service. True bearings not available.

## Appendix A - NOTAM Template Guidance Document

### 7.1 Introduction

This document provides suggested best practise NOTAM field E layouts that align with the future Digital NOTAM Specification. By adopting the use of these templates, Data Originators are enabling the aviation community to become accustomed to the future defined production rules and the harmonised NOTAM text supported by these templates, as well as facilitating greater automation in the processing of NOTAM.

### 7.2 New NOTAM Template Key

**New NOTAM Template key:**

Items in **BOLD UNDERLINE** are mandatory and must be included.

Items in plain text are optional.

Items within () are to be replaced with the appropriate information if applicable.

Items within [] divided by / are single choice.

Items within [] divided by – are multiple choice.

Items *Italicised* may be duplicated as many times as required.

Line breaks and punctuation are intentional and must also be followed.

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[AD.CLS] Aerodrome/Heliport – closure

Definition

The temporary closure of an airport or heliport.

Notes:

*This template covers only complete closures. If the closure comes with exceptions, such as "prior permission required", "except home-based aircraft", "except emergency", etc. then the [AD.LIM template](#) shall be used instead.*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) **[AD/Heliport]** (ICAO Designator)/ (AD Name) **CLOSED** DUE TO (Closure Reason)  
(Note)

Data item	Description
AD Name	The name of the airport/heliport.
Closure Reason	The reason for the airport/heliport closure.
End Time	The end date & time when the airport closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The 4 letter ICAO designator of the airport/heliport concerned. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Note	A free text note that provides further details concerning the airport closure.
Schedule	A schedule might be provided in case the airport/heliport is effectively closed according to a regular timetable, within the overall closure period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the airport closure starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

Examples

U2782/13 NOTAMN

Q) EGTG/QFALC/IV/NBO/A/000/999/5222N00029E005

A) EGUN

B) 1311272300

- C) 1312300700
- D) 2300-0700
- E) AD CLOSED DUE TO WIP

[AD.LIM] Aerodrome/Heliport - usage limitation change

Definition

The temporary change of an airport or heliport usage limitation.

Notes:

- this template shall be used to notify limiting and prohibiting events other than complete closures of the aerodrome/heliport. For notification of aerodrome/heliport closures, refer to [AD.CLS template](#).
- this template shall be used when the facility operates below or above its nominal parameters.

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this documentA) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) **[AD/Heliport]** (ICAO Designator) (AD Name)

**[AVAILABLE FOR/CLOSED, EXCEPT FOR/PROHIBITED FOR/NOW AVAILABLE FOR]**

*[(Flight)- (Aircraft Type)] **(Operation)** [(PPR Time)- (PPR Details)]*

DUE TO (Reason)

(Note)

Data item	Description
AD Name	The name of the airport/heliport.
Aircraft	The description of one or more aircraft (such as "helicopter") types that the airport/heliport is limited to, or which are prohibited for during the NOTAM duration.
Available For	The description of one or more additional operations (such as "alternate landing for aerodrome X") that are available for a specific purpose during the NOTAM duration.
Closed, Except For	Airport is closed, except for operations explicitly identified in the NOTAM.
Now Available For	The description of one or more operations (such as "landing of non-scheduled aircraft") which is permitted under special conditions.
End Time	The end date & time when the airport closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
Flight	The description of one or more type of flight categories (such as "EMERG", "IFR", "TRAINING") that the airport/heliport is limited for or are prohibited for the NOTAM duration.
ICAO Designator	The 4 letter ICAO designator of the airport/heliport concerned. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Note	A free text note that provides further details concerning the airport limitation.

Data item	Description
Operation	The specific type of operation concerned by the usage limitation update.
PPR Details	Additional information concerning the prior permission requirement.
PPR Time	The value (minutes, hours, days) of the prior permission request associated with a permitted operation.
Prohibited For	The description of one or more operations (such as "touch and go") that are prohibited for during the NOTAM duration.
Reason	The reason for the airport/heliport usage limitation change.
Schedule	A schedule might be provided in case the airport/heliport is effectively closed according to a regular timetable, within the overall closure period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the airport limitation starts in the format YMMDDHHMM. This might be further detailed in a "schedule".

[\[APE.CLS\] Apron portion – closure](#)**Definition**

The temporary closure of a portion of an area intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

**Template****NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/Heliport] (AD Name) **(Apron Name) CLOSED**

**(Location and Extent Description)**

DUE TO (Closure Reason)

(Note)

<b>Data item</b>	<b>Description</b>
AD Name	The published name of the airport where the apron is located, used in order to identify the apron(s) and/or apron portion(s) concerned.
Apron Name	The published name of the apron concerned. This information is used in combination with the airport designator/name in order to identify the affected apron(s) and/or apron portion(s)
Closure Reason	The reason for the apron portion closure.
End Time	The end date & time when the apron closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The 4 letter ICAO designator of the airport/heliport concerned. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Location and Extent Description	Textual description of the closed portion location and extent.
Note	A free text note that provides further details concerning the apron closure.
Schedule	A schedule might be provided in case the apron portion is effectively closed according to a regular timetable, within the overall closure period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.

<b>Data item</b>	<b>Description</b>
Start Time	The effective date & time when the apron closure starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

[APE.LIM] Apron portion – usage limitation change

Definition

The temporary change of usage limitation of a portion of an area intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Notes:

- *this template does not include closure of apron portions, defined by reference to intersection with other airport surfaces. For this refer to [APE.CLS template](#).*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this documentA) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/Heliport] (AD Name) **APRON (Apron Name)**

**(Location and Extent Description)**

**[AVAILABLE FOR/CLOSED, EXCEPT FOR/PROHIBITED FOR/NOW AVAILABLE FOR]**

**[(Operation)- (Aircraft Type)-(Flight)- (PPR Time)- (PPR Details-)]**

DUE TO (Reason)

(Note)

Data item	Description
AD name	The published name of the airport where the apron is located, used in order to identify the apron(s) and/or apron portion(s) concerned.
Aircraft	The description of one or more aircraft (such as "helicopter") types that are exceptionally permitted on the apron portion during its limitation.
AVAILABLE FOR	The description of one or more additional operations that are available for a specific purpose during the NOTAM duration.
Apron Name	The published name of the apron concerned. This information is used in combination with the airport designator/name in order to identify the affected apron(s) and/or apron portion(s)
CLOSED, EXCEPT FOR	Apron portion is closed, except for operations explicitly identified in the input data.
NOW AVAILABLE FOR	The description of one or more operations, which is permitted under special conditions, usually a prior permission requirement
End Time	The end date & time when the apron portion limitation ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
Flight	The description of one or more type of flight categories (such as "emergency") that are exceptionally permitted on the apron portion during its limitation.

Data item	Description
ICAO Designator	The published designator of the airport where the apron is located, used in combination with other elements in order to identify the apron portion concerned.
Location and Extent Description	Textual description of the limitation-affected apron portion location and extent.
Note	A free text note that provides further details concerning the apron portion limitation.
Operation	The specific type of operation concerned by the usage limitation update.
PPR details	Additional information concerning the prior permission requirement.
PPR time	The value (minutes, hours, days) of the prior permission request associated with a permitted operation.
PROHIBITED FOR	The description of one or more operations that are prohibited for during the event duration.
Reason	The reason for the apron portion usage limitation.
Schedule	A schedule might be provided, in case the apron portion's usage is effectively limited according to a regular timetable, within the overall limitation period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the apron portion limitation starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

[APN.CLS] Apron – closure

Definition

The temporary "complete" closure of area(s) intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Notes:

- this template includes the closure of one or more aprons (could be all the aprons at the airport).
- more than one apron can be included only if the closure conditions (closed, exceptions, parts) applies equally to all. Otherwise, separate messages shall be issued.
- this template does not cover the "partial" closure, nor the temporary addition of a supplementary restriction to the apron availability, such as "closed for aircraft heavier than...". This is referenced in [APN.LIM](#) template.
- this template does not cover the temporary change of the operational hours of an apron or apron element.

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/Heliport] (AD Name) **APRON (Apron Name)**

**CLOSED** DUE TO (Closure Reason)

(Note)

Data item	Description
AD Name	The name of the airport/heliport.
Apron Name	The published name of the apron concerned. This information is used in combination with the airport designator/name in order to identify the affected apron.
Closure Reason	The reason for the apron(s) closure.
End Time	The end date & time when the apron closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The 4 letter ICAO designator of the airport/heliport concerned.
Note	A free text note that provides further details concerning the apron closure.
Schedule	A schedule might be provided in case the apron is effectively closed according to a regular timetable, within the overall closure period. Eg: 1500-1630, 0430-0500. This is particularly

	useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the apron closure starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

[APN.LIM] Apron - usage limitation change

Definition

The temporary change of usage limitation of area(s) intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Notes:

- *this template shall be used to notify limiting and prohibiting events other than complete closures of the apron(s). For notification of apron(s) closures, refer to [APN.CLS](#) template*
- *this template does not include closure of apron portions, defined by reference to intersection with other airport surfaces. For this refer to [APE.CLS](#) template.*
- *this template shall be used when the facility operates below or above its nominal parameter*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/HELIPORT] (AD Name) **APRON** (Apron Name)

**[AVAILABLE FOR/CLOSED, EXCEPT FOR/PROHIBITED FOR/NOW AVAILABLE FOR] [(Operation)- (Aircraft Type)-(Flight)- (PPR Time)- (PPR Details-)]**

(Reason)

(Note)

Data item	Description
AD Name	The name of the airport/heliport.
Aircraft	The description of one or more aircraft (such as "helicopter") types that are exceptionally permitted on the apron during its limitation.
Now Available For	The description of one or more additional operations that are available for a specific purpose during the NOTAM duration.
Closed, Except For	Apron is closed, except for operations explicitly identified in the input data.
Available For	The description of one or more operations, which is permitted under special conditions, usually a prior permission requirement
End Time	The end date & time when apron usage limitation ends in the format YYMMDDHHMM.
Flight	The description of one or more type of flight categories (such as "emergency") that are exceptionally permitted on the apron during its limitation.
ICAO Designator	The 4 letter ICAO designator of the airport/heliport concerned.
Note	A free text note that provides further details concerning the apron usage limitation.

Data item	Description
Operation	The specific type of operation concerned by the usage limitation update
PPR Details	Additional information concerning the prior permission requirement.
PPR Time	The value (minutes, hours, days) of the prior permission request associated with a permitted operation.
Prohibited For	The description of one or more operations that are prohibited for during the event duration.
Reason	The reason for the apron usage limitation.
Schedule	A schedule might be provided in case the airport/heliport is effectively closed according to a regular timetable, within the overall closure period. Eg: 1500-1630, 0430-0500.
Start Time	The effective date & time when apron usage limitation starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

## [ATSA.ACT] Published ATS airspace - activation or deactivation

### Definition

The activation or deactivation of published (pre-existing) CTR, CTA, TMA or similar airspaces.

#### Notes:

- the term "Published ATS Airspace" is used to encompass CTR, CTA, TMA or other airspaces of similar nature, such as TMZ and RMZ.
- this template includes both the temporary activation and the temporary deactivation of pre-existing ATS Airspace.
- this template includes the possibility to provide an activation schedule, but only "ACTIVE" times will be translated into NOTAM text.
- this template does not include the temporary modification of the ATS Airspace classification.
- this template does not include temporary modification of vertical limits of published ATS Airspace nor the activation beyond these vertical limits.
- this template does not include temporary modification of horizontal limits of published ATS Airspace nor the activation beyond these horizontal limits.
- this template does not include the permanent modification of activity status of published ATS Airspace.
- this template does support the activation through a single NOTAM of the sectors/parts of one ATS airspace, if same conditions apply to all. Only the designator and the name can be different.

### Template

#### Activation:

##### **NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D)

E) **(Type) (Name)-(Designator) (CLASS (Airspace Class)) [ACTIVATED/ACTIVATED AS FOLLOWS]**

(Schedule)

(note)

#### De-Activation:

##### **NOTAMN PROPOSAL EGGN**

Q) See table on Page 64 of this appendix

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D)

E) **(Type) (Name)-(Designator) (CLASS (Airspace Class)) DEACTIVATED**

(note)

Data item	Description
Airspace Class	The Classification of the airspace being activated. This is to be displayed within brackets, e.g.: (Class A)
Designator	The published designator of the airspace concerned. If not provided, then the airspace is identified by its name.
End Time	The end date & time when the airport closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Name	The published name of the area.
Note	A free text note that provides further instructions concerning the area activation, such as the authority to be contacted for further information, the possibility of crossing at ATC discretion, etc.
Schedule	A schedule might be provided, in case the area is only active according to a regular timetable, within the period between the start time and the end time. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the airport closure starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".
Type	The type of airspace concerned. Typical examples are CTR and TMA.

### Examples

A1427/11 NOTAMN  
 Q) EGPX/QACCA/IV/NBO/AE/000/100/5953N00118W020  
 A) EGPB B) 1106011945 C) 1106012015  
 E) CTR SUMBURGH ACTIVATED  
 AD AND ATC HR OF OPERATION EXTENDED, PPR ONLY

A1428/11 NOTAMN  
 Q) EGPX/QACCA/IV/NBO/AE/000/100/5953N00118W020  
 A) EGPB B) 1106011945 C) 1106012015  
 E) CTA SUMBURGH ACTIVATED  
 AD AND ATC HR OF OPERATION EXTENDED, PPR ONLY

A1429/11 NOTAMN  
 Q) EGPX/QACCA/IV/NBO/AE/000/100/5953N00118W020  
 A) EGPB B) 1106011945 C) 1106012015  
 E) ATZ SUMBURGH ACTIVATED  
 AD AND ATC HR OF OPERATION EXTENDED, PPR ONLY

[ATSA.NEW] Ad-hoc ATS airspace - creation

Definition

The establishment of a new temporary ATS area, which did not exist as a published (static data) airspace.

Notes:

- *this can take the form of either a specified airspace type (such as a CTR) or an airspace with a specified class (such as a class A airspace).*
- *this template does not include the establishment of temporary P, D, R or similar areas; see the dedicated template: [Ad-hoc special activity area - creation](#).*
- *this template does not support the use of geographical or administrative features (such as State borders, rivers, seashores, etc.) in the definition of horizontal projection. If operationally necessary, this can be done by providing a simplified polygon larger than the area and excluding a neighbouring FIR, for example.*
- *this template is limited to the creation of a temporary area with a unique airspace class value for the whole area.*
- *this template does not support the creation of airspace with conditional lower/upper limit, such as "6000 FT AMSL, but at least 1000 FT AGL".*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D)

E) [(Type) (Name) (Designator) (CLASS (Class)) / CLASS (Class) AIRSPACE ((Designator)) (Name)] **ESTABLISHED WITHIN: (Horizontal Limits) ((Location Note)), FROM (Lower Limit) UP TO (Upper Limit)[,/.] EXCLUDING** (Excluded airspace).

(Activation Status) (Schedule).

(Controlling Unit Note).

(Note).

F)

G)

<b>Data item</b>	<b>Description</b>
Activation Status	The activation status. The typical term is "active", occasionally could be "intermittent".
Class	The airspace classification of the area.
Controlling Unit Note	A free text note that provides information about the unit or service that provides ATS services in the area.
Designator	A designator allocated to the area. However, it is unlikely that such designators are provided by the data originator. It is more likely that the designator will be allocated by the publication office.
End Time	The end date & time when the area ceases to exist. It might be an estimated value, if the exact end of activation is unknown. It may also be indeterminate for a permanent area.

<b>Data item</b>	<b>Description</b>
Excluded Airspace	A reference (type, designator, name) to one or more airspace that are excluded (subtracted) from the volume described by the aggregation of the horizontal limits specified for the area; for example: "EXCLUDING THE HEATHROW CTR".
Horizontal Limit	The horizontal shape of the area or of one of its composing volumes (if the area is an aggregation of different volumes with different vertical limits).
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Location Note	A free text note that indicates the location of the area in relation with relevant geographical or aeronautical features, such as "AT FARNBOROUGH AIRFIELD", etc.
Lower Limit	The lower limit (value, unit of measurement and vertical reference) of the area.
Name	The name of a geographical feature or location, which is also used for identifying the area
Note	A free text note that provides further instructions concerning the area, such as the reason that led to the area establishment, etc.
Schedule	A schedule might be provided in case the area is only active according to a regular timetable, within the overall period when it exists.
Start Time	The effective date & time when the area becomes established and active. This might be further detailed in a "schedule".
Type	The type of area, although this is rarely provided. Typical examples are CTR, AWY, TMA.
Upper Limit	The upper limit (value, unit of measurement and vertical reference) of the area.

### Examples

B0575/11 NOTAMN

Q) EGTG/QAECN/IV/NBO/AE/000/035/5117N00047W010

A) EGLF B) 1104111345 C) 1104111445

E) TEMPORARY CTR FARNBOROUGH (CLASS D)

ESTABLISHED WITHIN: 10NM CENTRED ON 5117N 00047W, FROM SFC UP TO 3800FT EXCLUDING LONDON CTR AND TMA.

CONTROLLING AUTHORITY FARNBOROUGH ATC

F) SFC G) 3800FT AMSL

[NAV.UNS] Navaid unserviceable

Definition

The unavailability of a ground-based radio navigation equipment and service, both if used for en-route or for airport.

Notes:

- *this template enables the encoding of the information about the unavailability (or limited availability) of a complete navaid or of one of its component equipment. In case a component is concerned, this is limited to the unavailability of a single component.*
- *this template does not cover the downgrading of an ILS category; please see the dedicated template ILS downgraded for that purpose.*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (Name) **(Type)** (Subcomponent)- (Signal Type) [(Designator)-RWY (Runway Direction Designator)] (Frequency) (Channel) **(Operational Status).**

DUE TO (Reason).

(Note).

Data item	Value
Channel	DME or TACAN Channel effected.
Designator	The published designator of the navaid. In combination with other items, this is used to identify the Navaid and/or Navaid Equipment concerned.
End Time	The end date & time when the event ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
Frequency	The Frequency effected, if any. This should be followed by the appropriate unit of measurement, e.g. 123.456 MHZ.
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Name	Name of the Navaid
Note	A free text note that provides further instructions concerning the navaid operational status situation.

Data item	Value
Operational Status	The operational status. The typical value is "unserviceable", also abbreviated "U/S". Other values are possible, such as "on test, do not use", "false indication possible", etc.
Reason	A reason for the navaid operational status change
Runway Direction Designator	The designator of the runway direction that is served by the navaid (especially for ILS). In combination with other items, this is used to identify the Navaid concerned.
Schedule	A schedule might be provided, in case the navaid status changes according to a regular timetable, within the period between the start time and the end time.
Signal Type	A specific sub-signal of a composed navaid service, in case the unserviceable status affects only this signal type.
Start Time	The effective date & time when the event starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".
Subcomponent	A specific navaid equipment, used as part of a composed navaid service, in case the unserviceable status affects only this component. In combination with other items, this is used to identify the Navaid Equipment and eventually other Navaid(s) concerned. Eg 'LOC part' or 'DME part' of an ILS.
Type	The type of navaid service. In combination with other items, this is used to identify the Navaid and/or the Navaid Equipment concerned e.g. VOR/DME, ILS

### Examples

A1230/13 NOTAMN  
 Q) EGTG/QICAS/I/NBO/A/000/999/5308N00635E005  
 A) EGSC B) 1311011000 C) 1311011400  
 E) ILS RWY 27 U/S.  
 SRA AVBL.

B2202/12 NOTAMN  
 Q) EGPX/QNDAS/IV/BO/AE/000/999/5733N00402W025  
 A) EGPE B) 1211041352 C) 1211051051  
 E) INVERNESS DME INS CH29X U/S.

[OBL.UNS] Obstacle lights unserviceable

Definition

The temporary outage of structure lighting associated with an obstacle.

Notes:

- this template covers the outage of lighting associated with existing obstacles that are lighted.
- this template covers both aerodrome (TOD Area 2, 3 and 4) and territory of State (TOD Area 1) obstacles.
- this template does not cover other status changes to existing obstacles/obstructions.

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) **OBSTACLE LIGHTS UNSERVICABLE ON** (Group) (Mobile) **(Obstacle Type)** ((Description))

LOCATED AT (Location Remarks) IDENTIFIED AS (Obstacle Identification)

**(Position).**

**ELEVATION (Elevation)** (HEIGHT (Height)),

(Note).

Data item	value
Description	A textual description of the obstacle, such as the number of similar items for a group, etc.
Elevation	The elevation of the obstacle, followed by the unit of measurement e.g.: 1300FT
End Time	The effective date & time when the temporary change of an obstacle's light status ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
Group	An indication whether NOTAM refers to a group of obstacles with similar height located in close proximity to one another.
Height	The height of the obstacle above ground, if known, followed by the unit of measurement, e.g.: 250FT
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Location Remarks	A named geographical location where or close to which the obstacle is located (especially for Area 1 obstacles). The item is used alone or in combination with other attributes in order to identify the obstacle concerned.
Mobile	An indication whether the obstacle has no fixed position.

Note	A free text note that provides further details about the obstacle lighting status.
Obstacle Identification	An alphanumerical designator by which the obstacle is identified in the national obstacle database.
Obstacle Type	The type of vertical structure.
Position	The latitude, longitude and possibly the horizontal reference datum associated with the obstacle position. The item is used alone or in combination with other attributes in order to identify the obstacle concerned.
Schedule	A schedule might be provided, in case the obstacle is only active according to a regular timetable, within the period between the start of life and the end of life. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the temporary change of an obstacle's light status starts. This might be further detailed in a "schedule".

[OBS.NEW] New obstacle

Definition

The establishment of a new temporary or permanent obstacle.

Notes:

- This template includes groups of obstacles with similar height located near one another.
- This template does not support encoding of obstacle with variable elevation; only a single elevation value can be provided.

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) **[TEMPORARY/PERMANENT]** (Group) (Mobile) **(Obstacle Type)** ((Description))

**ERECTED** (ID: (Obstacle Identification)) **LOCATED AT** (Location Remarks)

**[(Point)/(Line)/(Polygon)]**

**ELEVATION (Elevation)** ((HEIGHT (Height))).

**(Lighting)** (Marking description).

(Note).

Data item	Description
Description	A textual description of the obstacle, such as the number of similar items for a group, etc.
Elevation	The elevation (distance from Mean Sea Level) at the top of the obstacle, followed by its unit of measurement e.g.: 2400FT
End Time	The end date & time when the obstacle ceases to exist in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
Group	An indication whether Digital NOTAM refers to a group of obstacles with similar height located in close proximity to one another.
Height	The distance between the uppermost and the lowermost parts of the obstacle, followed by its unit of measurement e.g.: 325FT
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Lighting	An indication if the obstacle is lighted.
Line	Tuples of latitude/longitude values along a line, including the horizontal reference datum associated with the obstacle extent and location

Data item	Description
Location Remarks	A named geographical location where or close to which the obstacle is located (especially for Area 1 obstacles). <i>Note: the information on relative position of an obstacle may serve as supplementary information for obstacles located closer to the airport. For such purposes a free text description of the obstacle position (distance, direction) in relation to relevant airport elements, such as a runway threshold or the control tower should be provided.</i>
Marking Description	Includes the description of visual markers (other than lights) that are installed on the obstacle, such as painting, flags, signs, etc.
Mobile	An indication whether the obstacle has no fixed position.
Note	A free text note that provides further details about the obstacle, such as the reason for which it exists, reduced height at certain times, etc.
Obstacle Identification	An alphanumeric designator by which the obstacle is identified in the national obstacle database
Obstacle Type	A type of vertical structure
Point	A tuple of latitude, longitude values and horizontal reference datum associated with the obstacle position.
Polygon	Tuples of latitude/longitude values defining a polygon, including the horizontal reference datum associated with the obstacle extent and location or circle type of polygon in which all the points are located at constant geodesic distance from the centre of the circle
Schedule	A schedule might be provided, in case the obstacle is only active according to a regular timetable, within the period between the start of life and the end of life.
Start Time	The effective date & time when the obstacle starts to exist in the format YYMMDDHHMM. This might be further detailed in a "schedule".

### Examples

N0176/13 NOTAMN  
 Q) EGTT/QOBCE/IV/M/E/000/003/5131N00019W005  
 A) EGTT B) 1305101539 C) 1308081200 EST  
 E) TEMPORARY CRANE (CONSTRUCTION SITE) ERECTED LOCATED AT EALING  
 513046N 0001844W  
 ELEVATION 300FT AMSL (HEIGHT 250FT AGL).  
 LIGHTING UNKNOWN.

U0185/13 NOTAMN  
 Q) EGTT/QOBCE/IV/M/AE/000/003/5132N00021W005  
 A) EGWU B) 1305291118 C) 1306301200  
 E) TEMPORARY CRANE (CONSTRUCTION SITE) ERECTED LOCATED AT GREENFORD  
 513213N 0002056W  
 ELEVATION 300FT AMSL (HEIGHT 250FT AGL).  
 LIGHTING UNKNOWN.

A4731/13 NOTAMN  
Q) EGTG/QOBCE/IV/M/AE/000/007/5138N00720E005  
A) EGPB B) 1310010000 C) 1310091159  
E) PERMANENT MAST ERECTED  
513759N 0072024E.  
ELEVATION 675FT AMSL.  
LIT.

[\[RCP.CHG\] Runway Threshold displacement](#)

**Definition**

The temporary displacement of a runway threshold and the modification of its associated declared distances.

**Template**

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/HELIPORT] (Airport Name) (Runway Surface Composition) **[RWY/FATO] (Runway Direction) THR DISPLACED (Distance) (Direction) (New Position), ELEVATION (New Elevation), (New Declared Distance Type) (New Declared Distance Value)**  
(Note).

Data item	Description
Airport Name	The published name of the airport where the runway is located, used in combination with other elements in order to identify the runway concerned.
Displacement Distance	The value of the Threshold displacement from the start towards the centre of the runway.
End Time	The end date & time when the runway centreline points displacement ends in the format YYMMDDHHMM. This might be further detailed in a "schedule".
ICAO Designator	The 4 letter ICAO designator of the airport/heliport concerned.
New Declared Distance Type	The type of declared distance (TORA, TODA, ASDA, LDA etc)
New Declared Distance Value	The new value of the declared distance that is changed as result of the displacement, followed by its unit of measurement e.g.: 2000m
New Elevation	The new elevation of the Threshold after displacement if applicable.
New Position	The new lat/long position of the centreline point.
Note	A free text note that provides further details concerning the runway displaced centreline point.
Runway Direction	The published designator of the runway direction concerned. This information is used in combination with the airport designator/name in order to identify the runway landing direction and its centreline point.

Data item	Description
Runway Surface Composition	In cases where there are two runways with the same designator but different surfaces (for instance RWY 07/25, one concrete and the second gravel or grass), the surface composition needs to be provided in order to identify the runway concerned.
Schedule	A schedule might be provided, in case the temporary declared distances are according to a regular timetable, within the overall period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the runway centreline point displacement starts.

### Examples

A0235/12 NOTAMN  
 Q) EGTQ/QMTCM/IV/NBO/A/000/999/5335N01454E005  
 A) EGMH B) 1203250848 C) 1205130700  
 E) RWY 24 THR DISPLACED 200M TOWARD RWY 06  
 TORA 900M  
 LDA 900M.

[RWY.CLS] Runway – closure

Definition

The temporary closure of a runway. This template relates to a "complete" closure situation.

Notes:

- *this template covers the closure of both entire runway (all landing directions) and single landing directions. This template does not cover "partial" closures (exception of particular operations, flights or aircraft categories) or supplementary restrictions. This is dealt in the [RWY.LIM](#) template.*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/HELIPORT] (Airport Name)

(Runway Surface Composition) **[RWY/FATO] [(Runway)/ (Runway Direction)] CLOSED** DUE TO (Closure Reason).

(Note).

Data item	Description
Airport Name	The published name of the airport where the runway is located, used in order to identify the runway concerned.
Closure Reason	The reason for the runway closure.
End Time	The end date & time when the runway closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Note	A free text note that provides further details concerning the runway closure.
Runway	The published designator of the runway (or FATO) concerned. This information is used in combination with the airport designator/name in order to identify the runway (or FATO), for which it is assumed that both landing directions are concerned by the closure.
Runway Direction	The published designator of the runway direction concerned. This information is used in combination with the airport designator/name in order to identify the concerned landing direction.

Runway Surface Composition	In cases where there are two runways with the same designator but different surfaces (for instance RWY 07/25, one concrete and the second gravel or grass), the surface composition needs to be provided.
Schedule	A schedule might be provided, in case the runway is effectively closed according to a regular timetable, within the overall closure period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the runway closure starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

Examples

A1324/13 NOTAMN  
 Q) EGTG/QMRLC/IV/NBO/A/000/999/5152N00022W005  
 A) EGGW B) 1307231000 C) 1307231700  
 E) RWY 08/26 CLOSED DUE TO WIP.

[RWY.LIM] Runway - usage limitation change

Definition

The temporary change of a runway usage limitation, covering both the more strict and more permissive cases.

Notes:

- this template shall be used to notify limiting and prohibiting events other than complete closures of the runway. For notification of aerodrome/heliport closures, refer to [RWY.CLS](#) template.
- this template shall be used when the facility operates below or above its nominal parameters

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/HELIPORT] (Airport Name)

(Runway Surface Composition) **[RWY/FATO] [(Runway)/ (Runway Direction)] [AVAILABLE FOR/CLOSED, EXCEPT FOR/PROHIBITED FOR/ALLOWED FOR] [(Operation)-(Aircraft)-(Flight)- (PPR Time)- (PPR Details)],**

DUE TO (Reason).

(Note).

Data item	Value
Aircraft	The description of one or more aircraft (such as "helicopter") types that are exceptionally permitted on the runway during its limitation.
Airport Designator	The published designator of the airport where the runway is located, used in combination with airport name, runway or landing direction in order to identify the runway concerned.
Airport Name	The published name of the airport where the runway is located, used in order to identify the runway concerned.
Allowed For	The description of one or more additional operations (such as "180 deg turn allowed for acft" or "touch-and-go allowed") that are available for a specific purpose during the event duration.
Closed, Except For	Runway is closed, except for operations explicitly identified in the input data.
Available For	The description of one or more operations (such as "landing of non-scheduled aircraft") which is permitted under special conditions, usually a prior permission requirement
End Time	The end date & time when the runway limitation ends in the format YYYYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.

Data item	Value
Flight	The description of one or more type of flight categories (such as "emergency") that are exceptionally permitted on the runway during its limitation.
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Note	A free text note that provides further details concerning the runway limitation.
Operation	The specific type of operation concerned by the usage limitation update
PPR details	Additional information concerning the prior permission requirement.
PPR time	The value (minutes, hours, days) of the prior permission request associated with a permitted operation.
Prohibited For	The description of one or more operations (such as "touch and go") that are prohibited for during the event duration.
Reason	The reason for the runway usage limitation.
Runway	The published designator of the runway (or FATO) concerned. This information is used in combination with the airport designator/name in order to identify the runway (or FATO), for which it is assumed that both landing directions are concerned by the limitation.
Runway Direction	The published designator of the runway direction concerned. This information is used in combination with the airport designator/name in order to identify the concerned landing direction.
Runway Surface Composition	In cases where there are two runways with the same designator but different surfaces (for instance RWY 07/25, one concrete and the second gravel or grass), the surface composition needs to be provided.
Schedule	A schedule might be provided, in case the runway's usage is effectively limited according to a regular timetable, within the overall limitation period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the runway limitation starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

### Examples

C0100/12 NOTAMN  
 Q) EGTG/QMRLT/IV/NBO/A/000/999/5124N00321W005  
 A) EGFF  
 B) 1201011000  
 C) 1201011800 EST  
 E) RWY 07 PROHIBITED FOR TAKE OFF

## [SAA.ACT] Published special activity area – activation

### Definition

The activation of a pre-existing (published) restricted, danger, prohibited, reserved or similar airspace.

#### Notes:

- the term "special activity area" is used in order to encompass Prohibited, Danger, Restricted areas and other areas of similar nature.
- the term "Special Use Airspace (SUA)" is defined as an airspace volume designated for specific operations, such as military training, exercises, and operations.
- this template does not support the activation/de-activation of CTR and other ATS airspace; see the dedicated template [ATSA.ACT](#).

### Template - Published Prohibited, Restricted, Danger, TSA, TRA - area activation

#### **NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) **(Type) [(Identification)-(Name)] (Activation Status),**

(Activity Type).

VERTICAL LIMITS CHANGED DURING ACTIVATION.

(Note).

F) (Lower Limit)

G) (Upper Limit)

### Template - Published Navigation Warning Areas - activity

#### **NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) **(Activity Type) WILL TAKE PLACE WITHIN AREA (Name).**

VERTICAL LIMITS CHANGED DURING ACTIVATION.

(Note).

F) (Lower Limit)

G) (Upper Limit)

## Data Item Table

Data item	Description
Activation Status	The activation status. The typical term is "active". Systems that provide tactical status data might also use the term "in use", when the airspace is effectively used for the activity for which it was reserved.
Activity Type	The kind of activity that takes place in the airspace
End Time	The end date & time when the airspace activation ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Identification	The Identifier of the airspace concerned. The item is used in combination with other attributes in order to identify the area concerned.
Location Note	A free text note that indicates the location of the area in relation with relevant geographical or aeronautical features, such as "North of SJAELLANDS", "10NM east Kirn VOR KIR", "Inside Donlon TMA", etc.
Lower Limit	The vertical level above which and including that level the airspace becomes active; this may be different from the published lower limit of the airspace Baseline (i.e.: could be higher or lower)
Name	The name of the airspace/Navigation warning concerned. The item is used in combination with other attributes in order to identify the area concerned.
Note	A free text note that provides further instructions concerning the area activation, such as the authority to be contacted for further information, the possibility of crossing at ATC discretion, etc.
Schedule	A schedule might be provided, in case the area is only active according to a regular timetable, within the period between the start time and the end time. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the airspace becomes active in the format YYMMDDHHMM. This might be further detailed in a "schedule".
Type	The type of the airspace concerned by the activation. Typical examples are Danger Areas, Restricted Areas, TSA (Temporary Segregated Area), TRA (Temporary Reserved Area), etc. The item is used in combination with other attributes in order to identify the area concerned.

Data item	Description
Upper Limit	The vertical level below which and including that level the airspace becomes active; this may be different from the published upper limit of the airspace Baseline (i.e.: could be higher or lower).

Examples

- F3947/11 NOTAMN
- Q) EGTT/QRDCA/IV/BO/W/000/300/5114N00154W006
- A) EGTT
- B) 1106022300
- C) 1108302330
- D) TUE AND THU 2300-2330
- E) DANGER AREA EG D125 LARKHILL ACTIVATED
- F) SFC
- G) 30000FT AMSL

## [SAA.NEW] Ad-hoc special activity area – creation

### Definition

The establishment of a new restricted, dangerous, prohibited, etc. area or navigation warning, which did not exist as a published (static data) airspace.

#### Notes:

- the term "special activity area" is used to encompass Prohibited, Danger, Restricted areas and other areas of similar nature.
- the term "Special Use Airspace (SUA)" is defined as an airspace volume designated for specific operations, such as military training, exercises, and operations.
- this template does not include the establishment of temporary ATS airspace (such as a temporary CTR or airspace with a specified class); see the dedicated template "Ad-hoc ATS airspace - creation [ATSA.NEW]".
- this template does not cover the encoding of mobile airspace reservations, such as for aerial refuelling areas that move along a specified trajectory.
- this template does not support the creation of airspace with conditional lower/upper limit, such as "6000 FT AMSL, but at least 1000 FT AGL".

### Template – Ad-hoc Prohibited, Restricted, Danger, TSA, TRA - area

#### **NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) TEMPORARY **[(Type)-(Name)] [INSTALLED/ACTIVATED]** FOR (Activity) (Activation Status) ((Location note)) **WITHIN: (Horizontal Limits)** EXCLUDING (Excluded airspace).<sub>2</sub>

(Note).

F) **(Lower Limit)**

G) **(Upper Limit)**

### Template – Ad-hoc Navigation Warnings

#### **NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) TEMPORARY **(Activity)** ((Location note)) **WILL TAKE PLACE WITHIN:**  
**(Horizontal Limits)** EXCLUDING (Excluded airspace).<sub>2</sub>

(Note).

F) **(Lower Limit)**

G) **(Upper Limit)**

Data item	Description
Activation Status	The activation status. The typical term is "active". Systems that provide tactical status data might also use the term "in use", when the airspace is effectively used for the activity for which it was reserved.
Activity	The kind of activity that takes place in the area
End Time	The end date & time when the airport closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
Excluded Airspace	A reference (type, designator, name) to one or more airspace that are excluded (subtracted) from the volume described by the aggregation of the horizontal limits specified for the area; for example: "Excluding the Heathrow CTR".
Horizontal Limit	The horizontal shape of the area or of one of its composing volumes. Often given as a circle with a Radius and a single point e.g.: 0.25NM RADIUS LAT/LONG
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Location Note	A free text note that indicates the location of the area in relation with relevant geographical or aeronautical features, such as "North of SJAELLANDS", "10NM east Kirn VOR KIR", "Inside Donlon TMA", etc.
Lower Limit	The lower limit (value, unit of measurement and vertical reference) of the area.
Name	The name of a geographical feature or location, which is also used for identifying the area.
Note	A free text note that provides information about the unit or service that controls the area or that can authorize the penetration of the area or indicating further instructions concerning the special activity area or contact phone numbers.
Schedule	A schedule might be provided in case the area is only active according to a regular timetable, within the overall period when it exists. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the airport closure starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".
Type	The type of area, although this is not always explicit; it may be implicit, due to the kind of activity taking place. Typical examples are D (danger), R (restricted), P (prohibited), Warning.
Upper Limit	The upper limit (value, unit of measurement and vertical reference) of the area.

[STAND.CLS] Aircraft stand – closure

Definition

The temporary "complete" closure of aircraft stand(s).

Notes:

- this template includes the closure of one or more aircraft stands (could be all aircraft stands at the airport).
- more than one aircraft stand can be included only if the closure conditions (closure exceptions) apply equally to all. Otherwise, separate NOTAM shall be issued.
- this template includes only a "complete" closure of an aircraft stand, a "partial" closure except for flight and/or aircraft categories or temporary addition of a supplementary restriction to the aircraft stand availability, such as "closed for aircraft heavier than..." is included in [STAND.LIM](#) template.
- this template does not cover the temporary change of the operational hours of an aircraft stand.
- this template does not cover the situation when the aircraft stand is operating normally, but subject to a reason for caution.

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/HELIPORT] (Airport Name) **ACFT STAND (Aircraft Stand Designator/s)**

**CLOSED** DUE TO (Closure Reason),

(Note),

F) **(Lower Limit)**

G) **(Upper Limit)**

Data item	Description
Aircraft Stand Designator	The designator of the aircraft stand to be closed.
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Airport Name	The published name of the airport where the aircraft stand is located, used in order to identify the aircraft stand concerned.
Closure Reason	The reason for the aircraft stand closure.
End Time	The end date & time when the aircraft stand closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.

Data item	Description
Note	A free text note that provides further details concerning the aircraft stand closure.
Schedule	A schedule might be provided, in case the aircraft stand is effectively closed according to a regular timetable, within the overall closure period.
Start Time	The effective date & time when the aircraft stand closure starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

[STAND.LIM] Aircraft stand - usage limitation change

Definition

The temporary usage limitation of aircraft stand(s).

Notes:

- *this template includes the usage limitation of one or more aircraft stands (could be all aircraft stands at the airport).*
- *more than one aircraft stand can be included only if the limitations conditions apply equally to all. Otherwise, separate message (NOTAM) shall be issued.*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/HELIPORT] (Airport Name) **ACFT STAND (Aircraft Stand Designator)**

**[AVAILABLE FOR/CLOSED, EXCEPT FOR/PROHIBITED FOR/ALLOWED FOR] [(Operation)-(Aircraft)-(Flight)- (PPR Time)- (PPR Details-)]**

DUE TO (Reason)

(Note).

Data item	Description
Allowed For	The description of one or more additional operations that are available for a specific purpose during the event duration.
Aircraft	The description of one or more aircraft (such as "helicopter") types that are exceptionally permitted on the aircraft stand during its usage limitation.
Aircraft Stand Designator	The designator of the aircraft stand to be closed.
Airport Name	The published name of the airport where the aircraft stand is located, used in order to identify the aircraft stand concerned.
Closed, Except For	Aircraft stand is closed, except for operations explicitly identified in the input data.
Available For	The description of one or more operations, which is permitted under special conditions, usually a prior permission requirement
End Time	The end date & time when the aircraft stand limitation ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.

Flight	The description of one or more type of flight categories (such as "emergency") that are exceptionally permitted on the aircraft stand during its usage limitation.
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Note	A free text note that provides further details concerning the aircraft stand limitation.
Operation	The specific type of operation concerned by the usage limitation update.
PPR details	Additional information concerning the prior permission requirement.
PPR time	The value (minutes, hours, days) of the prior permission request associated with a permitted operation.
Prohibited For	The description of one or more operations that are prohibited for during the event duration.
Reason	The reason for the aircraft stand usage limitation.
Schedule	A schedule might be provided, in case the aircraft stand's usage is effectively limited according to a regular timetable, within the overall limitation period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the aircraft stand limitation starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

[TWY.CLS] Taxiway – closure

Definition

The temporary closure of movement areas established for the taxiing of aircraft or parts thereof.

Notes:

- this template includes the closure of one or more full taxiways (could be all the taxiways at the airport);
- this template does not cover the "partial" closure, nor the temporary addition of a supplementary restriction to the taxiway availability, such as "closed for aircraft heavier than...". This is referenced in [TWY.LIM template](#);
- more than one taxiway can be included only if the closure conditions applies equally to all taxiways. Otherwise, separate NOTAM shall be issued.
- this template does not cover the temporary change of the operational hours of a taxiway.
- this template does not cover the situation when the taxiway is operating normally, but subject to a reason for caution (such as "grass cutting in progress", etc.).

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/HELIPORT] (Airport Name)

**[TWY/RAPID EXIT TWY] (Taxiway Designator)** BETWEEN [Taxiway Designator/Runway Designator/Apron Designator/Stand Designator] AND [Taxiway Designator/Runway Designator/Apron Designator/Stand Designator] **CLOSED** DUE TO (Closure Reason).

(Note).

Data Item Table

Data item	Description
Airport Name	The published name of the airport where the taxiway is located, used in order to identify the taxiway(s) and/or taxiway portion(s) concerned.
Closed Taxiway Portion Input	<p>The portion of a published taxiway specified using intersection elements between that taxiway and other taxiways, runways, aprons or stands.</p> <p>Note on closed taxiway portion input: The application shall allow graphical display and selection of taxiway(s) and/or taxiway portion(s) to be closed.</p> <p>The HMI application should support the operator in identifying all relevant taxiways, taxiways portions and other elements that are affected by the closure and have an impact on operations. As a general rule, if an intersection has to be closed, the Taxiways and/or Taxiway Elements linked to this intersection shall also be closed up to the intersection.</p> <p>The application shall support the operator in avoiding cul-de-sac/dead-end situations and warn on situations when other Taxiways and/or Taxiway Elements are leading to nowhere. The application shall suggest to either include them in the NOTAM or generate a new NOTAM, as appropriate.</p>

Data item	Description
	The operator shall be the one manually selecting all the portions to be closed.
Closure Reason	The reason for the taxiway(s) and/or taxiway portion(s) closure.
End Time	The end date & time when the taxiway closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The published designator of the airport where the taxiway is located, used in combination with other elements in order to identify the taxiway(s) and/or taxiway portion(s) concerned.
Note	A free text note that provides further details concerning the taxiway closure.
Schedule	A schedule might be provided, in case the taxiway is effectively closed according to a regular timetable, within the overall closure period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the taxiway closure starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".
Status=CLOSED	The operational status of the taxiway. In this scenario, it is only possible to indicate a complete closure.
Taxiway Designator	The published designator of the taxiway concerned. This information is used in combination with the airport designator/name in order to identify the affected taxiway(s) and/or taxiway portion(s)

[TWY.LIM] Taxiway - usage limitation change

Definition

The temporary change of usage limitation of movement areas established for the taxiing of aircraft or parts thereof.

Notes:

- *this template includes the notification on usage limitation of one or more full taxiways (could be all the taxiways at the airport).*
- *more than one taxiway can be included only if the usage limitation conditions (closed, exceptions, parts) applies equally to all taxiways. Otherwise, separate NOTAM shall be issued.*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) {AD/HELIPORT} (Airport Name)

**[TWY/RAPID EXIT TWY] (Taxiway Designator)** BETWEEN [Taxiway Designator/Runway Designator/Apron Designator/Stand Designator] AND [Taxiway Designator/Runway Designator/Apron Designator/Stand Designator]

**[AVAILABLE FOR/CLOSED, EXCEPT FOR/PROHIBITED FOR/ALLOWED FOR] [(Operation)-(Aircraft)-(Flight)-(PPR Time)- (PPR Details-)]**

DUE TO (Reason).

(Note).

Data item	Description
Allowed For	The description of one or more additional operations that are available for a specific purpose during the event duration.
Aircraft	The description of one or more aircraft (such as "helicopter") types that are exceptionally permitted on the taxiway during its limitation.
Airport Name	The published name of the airport where the taxiway is located, used in order to identify the taxiway(s) and/or taxiway portion(s) concerned.
Closed Taxiway Portion Input	<p>The portion of a published taxiway specified using intersection elements between that taxiway and other taxiways, runways, aprons or stands.</p> <p>Note on closed taxiway portion input:                      The application shall allow graphical display and selection of taxiway(s) and/or taxiway portion(s) to be closed.</p> <p>The HMI application should support the operator in identifying all relevant taxiways, taxiways portions and other elements that are affected by the closure and have an impact on operations. As a general rule, if an intersection has to be closed, the Taxiways and/or Taxiway Elements linked to this intersection shall also be closed up to the intersection.</p> <p>The application shall support the operator in avoiding cul-de-sac/dead-end situations and warn on situations when other Taxiways and/or Taxiway Elements are leading to nowhere. The application shall suggest to either include them in the NOTAM or generate a new NOTAM, as appropriate.</p>

Data item	Description
	The operator shall be the one manually selecting all the portions to be closed.
Closed, Except For	Taxiway is closed, except for operations explicitly identified in the input data.
Available For	The description of one or more operations, which is permitted under special conditions, usually a prior permission requirement
End Time	The end date & time when the taxiway limitation ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
Flight	The description of one or more type of flight categories (such as "emergency") that are exceptionally permitted on the taxiway during its limitation.
ICAO Designator	The published designator of the airport where the taxiway is located, used in combination with other elements in order to identify the taxiway(s) and/or taxiway portion(s) concerned.
Note	A free text note that provides further details concerning the taxiway limitation.
Operation	The specific type of operation concerned by the usage limitation update.
PPR details	Additional information concerning the prior permission requirement.
PPR time	The value (minutes, hours, days) of the prior permission request associated with a permitted operation.
Prohibited For	The description of one or more operations that are prohibited for during the event duration.
Reason	The reason for the taxiway usage limitation.
Schedule	A schedule might be provided, in case the taxiway's usage is effectively limited according to a regular timetable, within the overall limitation period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the taxiway limitation starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".
Taxiway Designator	The published designator of the taxiway concerned. This information is used in combination with the airport designator/name in order to identify the affected taxiway(s) and/or taxiway portion(s)

[AD.LGT] Ground Light System unserviceable

Definition

The notification that a subsystem of Ground Light System at the aerodrome service is temporary unserviceable (or downgraded).

Notes:

- *this template shall be used to notify that one of (aerodrome) ground light systems is temporary unserviceable (or downgraded).*
- *this template does not cover the situation when the ground light sub-system is operating normally, but subject to a reason for caution.*
- *the systems covered by this template include Approach Lighting System, Runway Direction Light System, Taxiway Light System, Visual Glide Slope Indicator.*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) [AD/HELIPORT] (Airport Name)

**(Light Type) (Light Location) LIGHTS (Operational Status)** (Light Intensity) EXCEPT (Exempt Light Intensity) (Note).

Data item	Description
End Time	The effective date & time when the unserviceability of one of the airport ground light subsystems ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
Exempt Light Intensity	The indication of the relative intensity of the lighting system that is NOT affected, e.g. 'LIL, LIM'
ICAO Designator	The published designator of the airport/heliport concerned. This information, in combination with eventually the name is used to identify the airport/heliport.
Light Intensity	The indication of the relative intensity of the lighting system that is affected, e.g. 'LIL, LIM'
Light Location	The surface for which the lighting system is provided for, TWY, RWY,
Light Type	The type/position of ground light subsystem, which is affected, EG TDZ, CL, EDGE, THR.
Name	The published name of the airport/heliport. This information, in combination with the designator is used to identify the airport/heliport.

Data item	Description
Note	A free text note that provides further details concerning the unavailability of one of the ground light subsystems.
Operational Status	The indication of a ground light subsystem unavailability/limitation e.g. 'UNSERVICEABLE', 'U/S', 'DOWNGRADED'.
Schedule	A schedule might be provided, in case the predicted interruption of one of the ground light subsystems is only active according to a timetable, within the period between the start of life and the end of life. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when the unavailability of one of the airport ground light subsystems starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

[\[AGS.UNS\] Airport Ground Service unserviceable](#)**Definition**

The notification that an airport ground service is temporary unserviceable at an airport.

**Notes:**

- *this template shall be used to notify that one of airport ground services is temporary unserviceable at an airport.*
- *this template does not cover notifications on changes to Fire Fighting Service, those are addressed in a separate template [FFS.CHG](#).*

**Template****NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) (Airport Name)

**(Type Of Airport Ground Service) (Operational Status).**

DUE TO (Note).

Data item	Description
ICAO Designator	The published designator of the airport/heliport concerned. This information, in combination with eventually the name is used to identify the airport/heliport.
Name	The published name of the airport/heliport. This information, in combination with the designator is used to identify the airport/heliport.
Type Of Airport Ground Service	The type (class) of airport ground service which is temporary unserviceable.
Operational Status	The indication of an airport ground service unserviceability.
Start Time	The effective date & time when the unserviceability of one of the airport ground services starts.
End Time	The effective date & time when the unserviceability of one of the airport ground services ends. Note: the end time can also be estimated.
Schedule	A schedule might be provided, in case the predicted interruption of one of the services is only active according to a timetable, within the period between the start of life and the end of life.
Note	A free text note that provides further details concerning the unserviceability of one of the airport ground services.

**[DEI.IOP] De-icing in operation****Definition**

The indication that de-icing procedures are in operation at an airport

**Notes:**

- *this template shall be used to notify that de-icing operations are in progress at an airport*
- *this template covers temporary changes to standard de-icing procedures (standard are considered those as described in the AIP)*

**Template****NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (ICAO Designator) (AD Name)

(De-Icing Pad Name) **(Aircraft Stand-Apron-Taxiway) DE-ICING IN PROGRESS**

(Note)

<b>Data item</b>	<b>Description</b>
Aircraft Stand	The designator of the aircraft stand where the de-icing pad is located.
Apron	The name of the apron where the de-icing pad is located.
De-icing pad name	The published name of the de-icing pad.
End Time	The end date & time when de-icing operation is expected to stop in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The published designator of the airport/heliport concerned. This information, in combination with eventually the name is used to identify the airport/heliport.
AD Name	The published name of the airport/heliport. This information, in combination with the designator is used to identify the airport/heliport.
Note	A free text note that provides further details concerning de-icing operations, such as the de-icing fluid which is actually used at the airport.
Schedule	A schedule might be provided, in case the de-icing operations are provided according to a regular timetable, within the overall period. Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Start Time	The effective date & time when de-icing operation is in progress. This might be further detailed in a "schedule".

<b>Data item</b>	<b>Description</b>
Taxiway	The designator of the taxiway where the de-icing pad is located.

[FFS.CHG] Rescue and firefighting services change

Definition

The notification that a rescue and firefighting service (RFFS) is temporarily downgraded/upgraded at an airport.

Notes:

- *this template shall be used to notify that level of RFFS is temporarily changed at an airport.*
- *this template shall be used when the RFFS operates below its nominal parameters, with additional usage restrictions; or when it operates with a higher level of service (higher category).*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) (Airport Name)

**RESCUE AND FIRE FIGHTING SERVICE (Service Category) (Operational Status).**

DUE TO (Note).

Data item	Description
End Time	The effective date & time when the unserviceability of one of the airport ground services ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The published designator of the airport/heliport concerned. This information, in combination with eventually the name is used to identify the airport/heliport.
Name	The published name of the airport/heliport. This information, in combination with the designator is used to identify the airport/heliport.
Note	A free text note that provides further details concerning the unserviceability of one of the airport ground services.
Operational Status	The indication of a rescue firefighting service status e.g.: UPGRADED, UNSERVICEABLE, U/S, DOWNGRADED
Schedule	A schedule might be provided, in case the predicted interruption of one of the services is only active according to a timetable, within the period between the start of life and the end of life.
Service Category	The indication of a rescue firefighting service category applicable during an Event.
Start Time	The effective date & time when the unserviceability of one of the airport ground services starts in the format YYMMDDHHMM. This might be further detailed in a "schedule".

[RTE.CLS] Route portion closure

Definition

The temporary closure of one or more route portions (could be on different routes) due to a common cause, such as the activation of a temporary restricted area.

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) **ATS ROUTE SEGMENTS CLOSED:**

**(Route Designator) (Start Point) - (End Point)** OPEN LEVELS (Lower Open Limit) TO (Upper Open Limit) (Note).

Data item	Description
End Point	The designator and eventually the type (in the case of a Navaid) of the significant point until where the route availability is affected. This information, in combination with the route designator and the start point is used to identify the route segments concerned.
End Time	The effective date & time when the closure ends.
Lower Limit	The vertical level above which and including that level is affected by the closure.
Lower Open Limit	The vertical level above which and including that level is NOT affected by the closure (If any). This is only used if the entire vertical height of the published route isn't closed.
Note	A free text note that provides further details concerning the route closure, such as reason, alternate routes, etc.
Route Availability	An explicit indication that the route portion is closed.
Route Designator	The published designator of the route concerned. This information, in combination with the start/end point is used to identify the route segments concerned.
Schedule	A schedule might be provided in case of the closure only being effective according to a regular timetable, within the period between the start time and the end time.
Start Point	The designator and eventually the type (in the case of a Navaid) of the significant point from where the route availability is affected. This information, in combination with the route designator and the end point is used to identify the route segments concerned.
Start Time	The effective date & time when the closure starts. This might be further detailed in a "schedule".
Upper Limit	The vertical level below which and including that level is affected by the closure.
Upper Open Limit	The vertical level below which and including that level is NOT affected by the closure (If any). This is only used if the entire vertical height of the published route isn't closed.

## Examples

B0590/12 NOTAMN

Q) EGTG/QARLC/IV/NBO/E/055/120/5023N01021E030

A) EGTG B) 1203011000 C) 1204011800

E) ATS ROUTE SEGMENTS CLOSED:

UL415 ARKIN-BPK.

[RTE.OPN] Route portion opening

Definition

The temporary opening of one or more route portions (could be on different routes) that are normally closed.

Notes:

- *the current practice in many NOTAM Offices is to issue a single NOTAM containing all route segment openings for a given period of time, such as the next 24 hours. This practice does not strictly comply with the ICAO principle for NOTAM of one subject and one condition per NOTAM. From a Digital NOTAM point of view, it is recommended to group in a single Event (and issue one single NOTAM) for all the route segments openings that have a common cause, such as the de-activation of a given segregated area. In a digital environment, this would facilitate the automatic generation and processing of the Events. This might increase the number of NOTAM messages, but the advantage would be the clarity of the information. For example, this would also enable calculating more precise centre/radius of influence for these NOTAM.*
- *this template does not include the permanent modification of the availability of a route; such events will be dealt with as a separate scenario.*
- *the encoding of this event requires the use of the "ADR" extension in order to know the BASELINE CDR status of the route segment concerned.*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D) (Schedule)

E) **ATS ROUTE SEGMENTS OPEN:**

**(Route Designator) (Start Point) - (End Point) OPEN LEVELS (Lower Open Limit) TO (Upper Open Limit) (Note).**

Data item	Description
End Point	The designator and eventually the type (in the case of a Navaid) of the significant point until where the route availability is affected. This information, in combination with the route designator and the start point is used to identify the route segments concerned.
End Time	The effective date & time when the closure ends in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Lower Limit	The vertical level above which and including that level is affected by the closure.
Lower Open Limit	The vertical level above which and including that level is NOT affected by the closure (If any). This is only used if the entire vertical height of the published route isn't opened.

Data item	Description
Note	A free text note that provides further details concerning the route closure, such as reason, alternate routes, etc.
Route Availability	An explicit indication that the route portion is closed.
Route Designator	The published designator of the route concerned. This information, in combination with the start/end point is used to identify the route segments concerned.
Schedule	A schedule might be provided in case of the closure only being effective according to a regular timetable, within the period between the start time and the end time.
Start Point	The designator and eventually the type (in the case of a Navaid) of the significant point from where the route availability is affected. This information, in combination with the route designator and the end point is used to identify the route segments concerned.
Start Time	The effective date & time when the route opens. This might be further detailed in a "schedule". Eg: 1500-1630, 0430-0500. This is particularly useful for events that take place over a period of days or weeks. Irregular schedules that do not meet certain criteria will have to be described in the plain language part of the NOTAM.
Upper Limit	The vertical level below which and including that level is affected by the closure.
Upper Open Limit	The vertical level below which and including that level is NOT affected by the closure (If any). This is only used if the entire vertical height of the published route isn't opened.

[WLF.HZD] Wildlife Hazard

Definition

The notification about the temporary existence of a wildlife hazard at an airport.

Notes:

- *this template shall be used to notify that wildlife hazard is present at an airport.*
- *this template does not include a permanent change in the duties, means and procedures of the aerodrome that are related to wildlife hazard mitigation. These are usually included in the aerodrome manual and stakeholders' procedures manual.*
- *No NOTAM - this is a scenario for which it is unlikely that a NOTAM would be ever issued. The digitally coded data only might be made available to the interested parties through a digital data service at the airport level.*

Template

**NOTAMN PROPOSAL EGGN**

Q) See Q Code table at the end of this document

A) **(ICAO Designator)**

B) **(Start Time)**

C) **(End Time)**

D)

E) (AD Name)

**(Description of Wildlife Hazard)**

Data item	Description
Description Of Wildlife Hazard	The description of the wildlife hazard to be notified.
End Time	The effective date & time when the wildlife hazard is expected to cease in the format YYMMDDHHMM. Temporary NOTAM shall exist no longer than 90 days. Where an expiry date/time can only be estimated EST may be included in Field C for temporary NOTAM. Sponsors shall take action to cancel or replace the NOTAM before the EST expiry time.
ICAO Designator	The ICAO designator allocated to the area, either a single AD ICAO or the affected FIR. While it is possible to insert more than one FIR into this field, it is only possible to enter one Aerodrome. This means that separate NOTAM are required if the impact is on two or more aerodromes.
Name	The published name of the airport/heliport. This information, in combination with the designator is used to identify the airport/heliport.
Start Time	The effective date & time when the wildlife hazard is identified and reported in the format YYMMDDHHMM.

**NOTAM SELECTION CRITERIA****INTRODUCTION**

NOTAM are published according to an internationally recognised format (ICAO Doc 8126 ICAO Aeronautical Information Services Manual) and contain a line of text known as the qualifying line or 'Q-Line'. This line contains various qualifiers to assist in the processing of NOTAM by automatic message handling systems.

**Q-LINE FIELDS**

The Q-Line fields follow a strict format offering specific information on FIR, NOTAM Code, Traffic, Purpose and Scope, vertical limits, Coordinates and Radius of influence.

**NOTAM CODE SUBJECT (2nd & 3rd Letter) CONDITION (4th & 5th Letter)**

The first letter of the NOTAM code will always be Q. The 2nd and 3rd letters identify the Subject and the 4th and 5th letters denote the Condition or status, this set of letters is often referred to as the Q-Code.

The tables below provide all of the 2nd & 3rd letters currently in use; the 4th & 5th letters is an extract of the most commonly used codes used in a PIB. Depending on the subject, the Q-Code will generate a combination of qualifiers known as NOTAM Selection Criteria (NSC).

From the selection of Q-Code, it may appear that any combination of codes can be used. This is not the case as there are specific restrictions that prohibit this practice.

A full and comprehensive breakdown is obtainable in ICAO Document Doc 8126 where the specific detail of valid codes and combinations is explained. The following table outlines the NOTAM Selection Criteria (NSC) Qualifiers.

**TRAFFIC PURPOSE SCOPE**

I = IFR	N = NOTAM selected for immediate attention of aircraft operators	A = Aerodrome
V = VFR	B = NOTAM selected for PIB entry	E = En-route
	O = NOTAM Concerning Flight operations	W = Nav Warning
	M = Miscellaneous NOTAM	

QCODE SUBJECT (2nd & 3rd LETTERS)**FACILITIES**

FA	AERODROME	FJ	OILS
FB	FRICTION MEASUREMENT DEVICE (MU METER)	FM	MET
FC	CEILING MEASUREMENT EQUIPMENT	FO	FOG DISPERSAL SYSTEM
FD	DOCKING SYSTEM	FP	HELIPORT & HELI LANDING SITE (HLS)
FE	OXYGEN	FS	SNOW REMOVAL EQUIPMENT
FF	FIRE AND RESCUE (RFFS)	FT	TRANSMISSOMETER (RVR)
FG	GROUND MOVEMENT CONTROL	FU	FUEL
FH	HELICOPTER ALIGHTING AREA	FW	WIND DIRECTION INDICATOR (WINDSOCK)
FI	AIRCRAFT DE-ICING	FZ	CUSTOMS/IMMIGRATION
FL	LANDING DIRECTION INDICATOR		

**MOVEMENT AND LANDING AREA**

MA	MOVEMENT AREA	MO	STOPBAR
MB	BEARING STRENGTH	MP	AIRCRAFT STAND & HARD STAND
MC	CLEARWAY	MR	RUNWAY
MD	DECLARED DISTANCES (TORA, TODA, ASDA, LDA)	MS	STOPWAY
MG	TAXIING GUIDANCE SYSTEM (AGNIS)	MT	THRESHOLD
MH	RUNWAY ARRESTING GEAR (BARRIERS & CABLES)	MU	RUNWAY TURNING BAY
MK	PARKING AREA (ORP, ASP, RAMP, HAS, PAS, BAY)	MW	STRIP/SHOULDER
MM	DAYLIGHT MARKINGS	MX	TAXIWAY
MN	APRON	MY	RAPID EXIT TAXIWAY

**LIGHTING FACILITIES**

LA	APPROACH LIGHT SYSTEM	LM	RUNWAY LIGHT INTENSITY MEDIUM
LB	AERODROME BEACON	LP	PAPI & APAPI
LC	RUNWAY CENTRELINE LIGHTS	LR	ALL LANDING AREA LIGHT FACILITIES
LD	LANDING DIRECTION INDICATOR LIGHTS	LS	STOPWAY LIGHTS
LE	RUNWAY EDGE LIGHTS	LT	THRESHOLD LIGHTS
LF	SEQUENCE FLASHING LIGHTS	LU	HELICOPTER APPROACH PATH INDICATOR
LG	PILOT CONTROLLED LIGHTING	LV	VASIS
LH	RUNWAY LIGHT INTENSITY HIGH	LW	HELIPORT LIGHTS
LI	RUNWAY END IDENTIFIER LIGHTS	LX	TAXIWAY CENTRELINE LIGHTS
LJ	RUNWAY ALIGNMENT IDENTIFIER LIGHTS	LY	TAXIWAY EDGE LIGHTS
LK	ILS CAT 2 COMPONENT APPROACH LIGHTS	LZ	TOUCHDOWN ZONE LIGHTS
LL	RUNWAY LIGHT INTENSITY LOW		

QCODE SUBJECT (2nd & 3rd LETTERS)**COMMUNICATIONS AND RADAR FACILITIES**

CA	AIR TO GROUND FACILITY (FREQUENCY)	CL	SELECTIVE CALLING SYSTEM (SELCAL)
CB	ADS - BROADCAST	CM	SURFACE MOVEMENT RADAR
CC	ADS - CONTRACT	CP	PRECISION APPROACH RADAR (PAR)
CD	CONTROLLER PILOT DATA LINK COM (CPDLC)	CR	SURVEILLANCE RADAR ELEMENT OF PAR (SRE)
CE	EN ROUTE SURVEILLANCE RADAR (RSR)	CS	SECONDARY SURVEILLANCE RADAR (SSR)
CG	GROUND CONTROLLED APPROACH SYSTEM	CT	TERMINAL AREA SURVEILLANCE RADAR (TAR)

**INSTRUMENT AND MICROWAVE LANDING SYSTEMS**

IC	ILS	IO	ILS OUTER MARKER
ID	DME ASSOCIATED WITH ILS	IS	ILS CAT 1
IG	ILS GLIDE PATH	IT	ILS CAT 2
II	ILS INNER MARKER	IU	ILS CAT 3
IL	ILS LOCALIZER	IW	MICROWAVE LANDING SYSTEM (MLS)
IM	ILS MIDDLE MARKER	IX	ILS LOCATOR OUTER
IN	LOCALIZER	IY	ILS LOCATOR MIDDLE

**GLOBAL NAVIGATION SATELLITE SYSTEM**

GA	GNSS AD SPECIFIC OPS (GPS JAMMING)	GW	GNSS AREA WIDE OPS (GPS JAMMING)
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**NAVIGATION FACILITIES**

NA	ALL RADIO NAVIGATION FACILITIES EXCEPT	NM	VOR/DME
NB	NDB	NN	TACAN
ND	DME	NT	VOR TACAN (VORTAC)
NF	FAN MARKER	NV	VOR
NL	LOCATOR & NDB (L)	NX	DIRECTION FINDING STATION (DF & VDF)

**AIRSPACE ORGANISATION**

AA	MINIMUM ALTITUDE	AO	OCEANIC CONTROL AREA
AC	CTR	AP	REPORTING POINT
AD	AIR DEFENCE IDENTIFICATION ZONE (ADIZ)	AR	ATS ROUTE
AE	CTA	AT	TMA
AF	FIR	AU	UIR
AH	UPPER CONTROL AREA (UTA)	AV	UPPER ADVISORY AREA (UDA)
AL	MINIMUM USEABLE FL	AX	SIGNIFICANT POINT
AN	RNAV ROUTE	AZ	ATZ, MATZ & RMZ

QCODE SUBJECT (2nd & 3rd LETTERS)**PROCEDURES**

PA	STAR	PL	FPL PROCESSING FILING & CONTINGENCY
PB	STANDARD VFR ARRIVAL	PM	AERODROME OPERATION MINIMA
PC	CONTINGENCY PROCEDURES	PN	NOISE OPERATING RESTRICTIONS
PD	SID	PO	OCA/OCH
PE	STANDARD VFR DEPARTURE	PR	RADIO COMMUNICATION PROCEDURE
PF	FLOW CONTROL PROCEDURE (RAD)	PT	TRANSITION ALTITUDE OR LEVEL
PH	HOLDING PROCEDURE	PU	MISSED APPROACH PROCEDURE
PI	IFR APPROACH PROCEDURE	PX	MINIMUM HOLDING ALTITUDE
PK	VFR APPROACH PROCEDURE	PZ	ADIZ PROCEDURE

**RESTRICTIONS**

RA	AIRSPACE RESERVATION	RP	PROHIBITED AREA
RD	DANGER AREAS & TDA	RR	RESTRICTED AREA
RO	OVERFLYING OF & MIL ACFT SHALL AVOID	RT	TEMPORARY RESTRICTED AREA & RA(T)
RM	MILITARY OPERATING AREA (TRA & TRAG)		

**SERVICES**

SA	ATIS & DATIS	SP	APPROACH CONTROL SERVICE
SB	ATS REPORTING OFFICE (ARO)	SS	FLIGHT SERVICE STATION
SC	AREA CONTROL CENTRE (ACC)	ST	TOWER
SE	FLIGHT INFORMATION SERVICE (EN-ROUTE) & LARS	SU	UPPER AREA CONTROL CENTRE (UAC)
SF	AD FLIGHT INFORMATION SERVICE (AFIS)	SV	VOLMET BROADCAST
SL	FLOW CONTROL CENTRE	SY	UPPER ADVISORY SERVICE
SO	OCEANIC AREA CONTROL CENTRE		

**WARNINGS**

WA	AIR DISPLAY	WO	LASER EMISSIONS & DISPLAYS
WB	AEROBATICS	WP	PARACHUTE JUMPING (PJE)
WC	CAPTIVE BALLOON & KITES	WR	RADIOACTIVE MATERIALS, TOXIC CHEMICALS
WD	DEMOLITION OF EXPLOSIVES	WS	BURNING OR BLOWING GAS
WE	EXERCISE	WT	MASS MOVEMENT OF AIRCRAFT
WF	AIR TO AIR REFUELLING	WU	UNMANNED AIRCRAFT (UAS) & MODEL AIRCRAFT
WG	GLIDING, PARAGLIDING, HANG GLIDING, PARAMOTOR	WV	FORMATION FLIGHT (RED ARROWS)
WH	BLASTING	WW	SIGNIFICANT VOLCANIC ACTIVITY
WJ	BANNER, TARGET TOWING	WY	AERIAL SURVEY
WL	ASCENT OF FREE BALLOON	WZ	FIREWORKS
WM	MISSILE, GUN OR ROCKET FIRING		

QCODE SUBJECT (2nd & 3rd LETTERS)

OTHER

OA	AIS	OL	OBSTACLE LIGHTS
OB	OBSTACLE	OR	RESCUE COORDINATION CENTRE
OE	AIRCRAFT ENTRY REQUIREMENT	XX	PLAIN LANGUAGE

Q-CODE SUBJECT (4th and 5th LETTERS)

AD	AVAILABLE FOR DAY OPERATION	CR	TEMPORARILY REPLACED BY
AG	OPERATING, AWAITING FLIGHT CHECK	CS	INSTALLED
AH	HOURS OF OPS/SERVICE	CT	ON TEST DO NOT USE
AK	RESUMED NORMAL OPERATIONS	HG	GRASS CUTTING
AL	OPERATING SUBJECT TO PREVIOUS CONDITION	HW	WORK IN PROGRESS
AM	MILITARY OPERATIONS ONLY	HX	BIRD CONCENTRATION
AN	AVAILABLE FOR NIGHT OPERATION	LB	RESERVED FOR AIRCRAFT BASED
AO	OPERATIONAL	LC	CLOSED
AP	AVAILABLE PPR	LF	INTERFERENCE
AR	AVAILABLE ON REQUEST	LG	OPERATING WITHOUT IDENTIFICATION
AS	OUT OF SERVICE	LH	OUT OF SERVICE AIRCRAFT HEAVIER
AU	NOT AVAILABLE	LI	CLOSED TO IFR OPERATIONS
AW	COMPLETELY WITHDRAWN	LL	USEABLE LENGTH/WIDTH
CA	ACTIVATED	LN	CLOSED TO NIGHT OPERATIONS
CC	COMPLETED	LP	PROHIBITED
CD	DEACTIVATED	LR	AIRCRAFT RESTRICTED TO RWY/TWY
CE	ERECTED	LS	SUBJECT TO INTERRUPTION
CF	FREQUENCY CHANGED	LT	LIMITED
CG	DOWNGRADED TO	LV	CLOSED TO VFR OPERATIONS
CH	CHANGED	LW	WILL TAKE PLACE
CI	IDENTIFICATION/CALLSIGN CHANGED	LX	CAUTION
CL	RE-ALIGNED	TT	TRIGGER NOTAM
CM	DISPLACED	XX	ADD AN OBJECTIVE FOR 'XX'