**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, Chapter 6 appendix B refers. 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 |  |

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| Q-CODE SUBJECT (2nd & 3rd LETTERs) |
|  |  |  |  |
| FACILITIES |  |  |
| FA | AERODROME | FJ | OILS |
| FB | FRICTION MEARUREMENT DEVICE (MU METER) | FM | MET |
| FC | CEILING MEASUREMENT EQUIPMENT | FO | FOG DISPERSAL SYSTEM |
| FD | DOCKING SYSTEM | FP | HELIPORT |
| FE | OXYGEN | FS | SNOW REMOVAL EQUIPMENT |
| FF | FIRE AND RESCUE | 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 INDICTOR |   |   |
|  |  |  |  |
| MOVEMENT AND LANDING AREA |  |  |
| MA | MOVEMENT AREA | MO | STOPBAR |
| MB | BEARING STRENGTH | MP | AIRCRAFT STANDS |
| MC | CLEARWAY | MR | RUNWAY |
| MD | DECLARED DISTANCES | MS | STOPWAY |
| MG | TAXIING GUIDANCE SYSTEM (AGNIS) | MT | THRESHOLD |
| MH | RUNWAY ARRESTING GEAR | MU | RUNWAY TURNING BAY |
| MK | PARKING AREA | 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 |
| 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 |   |   |

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| Q-CODE SUBJECT (2nd & 3rd LETTERs) |
|  |  |  |  |
| COMMUNICATION AND RADAR FACILITIES |  |
| CA | AIR TO GROUND FACILITY | 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 | 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 AERODROME SPECIFIC OPS  | GW | GNSS AREA WIDE OPS  |
|  |  |  |  |
| 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 | NX | DIRECTION FINDING STATION (DF) |
|  |  |  |  |
| AIRSPACE ORGANISATION |  |  |
| AA | MINIMUM ALTITUDE | AO | OCEANIC CONTROL AREA |
| AC | CTR | AP | REPORTING POINT |
| AD | AIR DEFENCE INDITIFCATION 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 |
|  |  |  |  |

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| Q-CODE 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 AREA | RR | RESTRICTED AREA |
| RO | OVERFLYING OF | RT | TEMPORARY RESTRICTED AREA |
| RM | MILITARY OPERATING AREA (TRA) |   |   |
|  |  |  |  |
| SERVICES |  |  |
| SA | ATIS | SP | APPROACH CONTROL SERVICE |
| SB | ATS REPORTING OFFICE (ARO) | SS | FLIGHT SERVICE STATION |
| SC | AREA CONTROL CENTRE (ACC) | ST | TOWER |
| SE | FLIGHT INFORMATION SERVICE (FIS EN-ROUTE) | 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 | WM | MISSILE, GUN OR ROCKET FIRING |
| WB | AEROBATICS | WP | PJE |
| WC | CAPTIVE BALLOON OR KITE | WR | RADIOACTIVE MATERIALS, TOXIC CHEMICALS |
| WD | DEMOLITION OF EXPLOSIVES | WS | BURNING OR BLOWING GAS |
| WE | EXERCISE | WT | MASS MOVEMENT OF AIRCRAFT |
| WF | AIR REFUELLING | WU | UNMANNED AIRCRAFT/MODEL AIRCRAFT |
| WG | GLIDER FLYING, PARAGLIDING, HANG GLIDING, PARAMOTORING | WV | FORMATION FLIGHT |
| WH | BLASTING | WW | SIGNIFICANT VOLCANIC ACTIVITY |
| WJ | BANNER, TARGET TOWING | WY | AERIAL SURVEY |
| WL | ASCENT OF FREE BALLOON |  |  |
|  |  |  |  |
| OTHER |  |  |
| OA | AIS | OL | OBSTACLE LIGHTS |
| OB | OBSTACLE | OR | RESCUE COORDINATION CENTRE |
| OE | AIRCRAFT ENTRY REQUIREMENT | XX | PLAIN LANGUAGE |

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| 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' |