



AERONAUTICAL INFORMATION SERVICES-AERONAUTICAL INFORMATION MANAGEMENT STUDY GROUP (AIS-AIMSG)

FIFTH MEETING

Montréal, 7 to 11 November 2011

Agenda Item 3: AIM information and data assembly, exchange, and promulgation 3.2 NOTAM/SNOWTAM/ASHTAM

NOTAM GUIDANCE

(Presented by the Secretary, prepared by Eva Noréus)

SUMMARY

To adhere to the questions about the use of NOTAM Selection Criteria the NOTAM chapter 6 in the AIS Manual Doc 8126 has been revised. All information about NOTAM handling has been assembled and included in chapter 6.

A questionnaire was sent out, resulting in a proposal to align Purpose 'N' with Annex 11 4.1 requirements and to delete Purpose 'O' in next Annex 15 amendment, as the difference between Purpose 'B' and Purpose 'O' is seems unclear and hard to understand.

Deletion of some NOTAM Codes is also proposed to PANS-ABC Doc 8400.

1. INTRODUCTION

1.1 This study note provides proposal for amendment of the chapter 6 in AIS Manual Doc 8126. The guidance has seemed to be incomplete and the understanding of the NOTAM Selection Criteria has been challenged. A questionnaire was sent by the secretariat to review the use of NOTAM qualifiers, the result from this has been incorporated in the change proposal.

1.2 One of the objectives with this proposal for amendment is to assemble all information about NOTAM from different sources in one chapter and structure in a logical way. NOTAM code, decode is included in Chapter 6 for convenience.

2. AMENDMENT PROPOSAL

2.1 Following sections are proposed:

- 1) NOTAM format
- 2) Instructions for the origination of NOTAM
- 3) Use of the NOTAM Code and abbreviations
- 4) Instructions for the composition of the NOTAM Code groups
- 5) Combination of NOTAM Codes and NOTAM Qualifiers
- 6) Instructions and guidance for the completion of the NOTAM format
- 7) Instructions and guidance for the completion of the trigger NOTAM
- 8) Instructions and guidance for the completion of the checklist of NOTAM and list of valid NOTAM
- 9) Instructions for the completion of the SNOWTAM format
- 10) Instructions for the completion of the ASHTAM format
- 11) Instruction for the transmission and distribution of NOTAM messages
- 12) Examples of NOTAM using the NOTAM format

2.2 The use of the combination of NOTAM Codes and NOTAM qualifiers are complemented with more examples as well as following suggestion for amendment of the tables, see App A.

2.3 The use of Purpose 'N'- NOTAM selected for immediate attention of aircraft operators, has been aligned with the requirements in Annex 11.4.2.

2.4 The use of Purpose 'O' – NOTAM concerning flight operations, seems to be unclear and hard to understand the difference between Purpose 'B' – NOTAM selected for PIB entry. It is proposed that Purpose 'O' is deleted in next Annex 15 amendment and until this amendment is implemented Purpose 'O' is always combined with Purpose 'B'.

2.5 Following 4th and 5th letters NOTAM codes; AC, AF, AX, CO, CP, HH, HJ, HK, HQ, HT, LA, LD, LE and LK, have since the system NOTAM was introduced 1991 been recommended not to use and have never been included in the NOTAM Selection Criteria. Therefore a change proposal is proposed to amend the PANS-ABC Doc 8400 accordingly.

2.6 NOTAM code 2nd and 3rd letters NC – DECCA and NO – OMEGA are deleted from the NOTAM Selection Criteria and a change proposal will be made to amend the PANS-ABC Doc 8400 as DECCA ceased 2001 and OMEGA ceased 1997, to serve aviation navigation.

2.7 Please disregard the page numbering and also numbering of section and items, this will be taken care of when editing the chapter.

2.8 For proposed amendment 37 to Annex 15 appendix 6, see App B. The change proposal also include a renaming of *NOTAM Selection Criteria* to *Compiled NOTAM Qualifiers* which is believed to be a more descriptive as well as Qualifier *Purpose* is proposed to be renamed *Relevance*.

3. **ACTION BY THE GROUP**

3.1 The AIS-AIMSG is invited to:

- 1) review and discuss the study note;
- 2) review and comment on the draft amendment proposal;
- 3) recommend the proposal to amend Annex 15 app 6 for inclusion in amendment 37; and
- 4) recommend the secretariat amend AIS Manual doc 8126 in accordance with the proposal.

Aeronautical Information Services Manual (Doc 8126)

Chapter 6

NOTAM

When referring to aeronautical information services (AIS) in this chapter the function of an international NOTAM office (NOF) is included although not specifically mentioned.

6.1 NOTAM FORMAT

General

6.1.1 The NOTAM Format aims at standardizing the presentation of the different types of information promulgated by NOTAM in order to facilitate understanding of the message by the addressee. In developing this format, the need for transcription of the information in the form of AFS messages has been taken into account. The Format therefore includes the special symbols that are mandatory for the teleprinter operator to use in composing the message (i.e. carriage return, line change, space, opening parentheses before message identification and closing parentheses). ~~The NOTAM Format and instructions for its completion, which are contained in Annex 15, are reproduced in Appendix A to this chapter.~~

6.1.2 The NOTAM Format essentially consists of two parts:

- a) the part of interest to the communication service handling the AFS message, i.e. the part containing the priority indicator, addresses, date and time of filing and the originator's indicator;
- b) the part containing the NOTAM information.

6.6 SNOWTAM

[5.1.1.1 r), 5.2.3 and Appendix 2]

6.1.3 A special series NOTAM, named SNOWTAM, is used to notify the presence or removal of hazardous conditions on the movement area due to snow, slush, ice or water associated with these conditions. A specific format (see **Appendix A, Figure 6-A-4**) is prescribed for this purpose. Use of the NOTAM Code and plain language is also permissible. When the SNOWTAM Format is used, the information must be given in the order shown in the Format. During periods when deposits of snow, slush, ice or water associated with these conditions remain on aerodrome pavements, information on such conditions should be distributed to all to whom the information is of direct operational significance. Appraisal of the situation should be made at least once every 24 hours, preferably before the commencement of a major traffic movement. A new SNOWTAM is required whenever there is a significant change in conditions. Instructions for the completion of the SNOWTAM Format are reproduced in **Appendix A to this chapter**.

6.7 ASHTAM

[5.1.1.1 u), 5.2.4 and Appendix 3]

~~6-7-16.1.4~~ 6-7-16.1.4 A special series NOTAM, called ASHTAM, is used to notify 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. A specific format (see Appendix A, Figure 6-A-5) is prescribed for this purpose. Use of the NOTAM Code and plain language is also permissible. When the ASHTAM Format is used, the information must be given in the order shown in that Format. The maximum period of validity of the ASHTAM is 24 hours. A new ASHTAM must be issued whenever there is a change in the level of alert. Instructions for the completion of the ASHTAM Format are reproduced in Appendix A to this chapter.

~~6-7-26.1.5~~ 6-7-26.1.5 Information about volcanic activity or the presence of volcanic ash plumes may also be reported by NOTAM. To ensure speedy transmission of initial information to aircraft, the first ASHTAM or NOTAM issued may not contain more information than the fact that an eruption and/or ash cloud is reported at a given location at a given date and time.

NOTAM FORMAT

Priority Indicator																→	
Address																	
																≡	
Date and time of filing																→	
Originator's Indicator																≡	
Message Series, Number and Identifier																	
NOTAM containing new information	 NOTAMN (series and number/year)															
NOTAM replacing a previous NOTAM	 NOTAMR (series and number/year) (series and number/year of NOTAM to be replaced)															
NOTAM cancelling a previous NOTAM	 NOTAMC (series and number/year) (series and number/year of NOTAM to be cancelled)															≡
Qualifiers																	
	FIR	NOTAM Code	Traffic	Purpose	Scope	Lower Limit	Upper Limit	Coordinates, Radius									
Q)																	≡
Identification of ICAO location indicator in which the facility, airspace or condition reported on is located								A)						→			
Period of Validity																	
From (date-time group)			B)														→
To (PERM or date-time group)			C)													EST* PERM*	≡
Time Schedule (if applicable)			D)													→	
																≡	
Text of NOTAM; Plain-Language Entry (using ICAO Abbreviations)																	
E)																	
Lower Limit		F)															→
Upper Limit		G)) ≡
Signature																	

***Delete as appropriate**

Figure 6-A-16-1. NOTAM Format

6.16.2 INSTRUCTION FOR THE ORIGINATION OF NOTAM

Main objectives

[4.4.1, 5.1.1]

~~6.1.1~~ The main principles relating to the origination of NOTAM are clearly set out in 5.1.1 of Annex 15 which states:

~~“6.2.1~~ Originate, issue and distribute a A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration or when operationally significant permanent changes, or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.”

~~6.2.2~~ NOTAM are therefore intended to supplement AIP and serve as a fast medium for distributing information whenever it is necessary to give due warning of any change or occurrence, at short notice. Information of short duration containing extensive text and/or graphics must be published as an AIP Supplement.

Information to be promulgated by NOTAM

[5.1.1.1, 5.1.1.2]

~~6.1.46.2.3~~ NOTAM are issued when it is necessary to distribute information of direct operational significance which is:

- a) of short duration; or
- b) appropriate for inclusion in the AIP but needs immediate distribution.

~~6.1.56.2.4~~ The circumstances which make it necessary to issue NOTAM are set out in 5.1.1.1 of Annex 15. Because of their importance, these circumstances are repeated here for ease of reference.

“A NOTAM shall be originated and issued concerning the following information:

- a) establishment, closure or significant changes in operation of aerodrome(s)/heliport(s) or runways;
- b) establishment, withdrawal and significant changes in operation of aeronautical services (AGA, AIS, ATS, CNS, MET, SAR, etc.);
- c) establishment, withdrawal and 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;
- d) establishment, withdrawal or significant changes made to visual aids;
- e) interruption of or return to operation of major components of aerodrome lighting systems;
- f) establishment, withdrawal or significant changes made to procedures for air navigation services;
- g) occurrence or correction of major defects or impediments in the manoeuvring area;
- h) changes to and limitations on availability of fuel, oil and oxygen;

- i) major changes to search and rescue facilities and services available;
- j) establishment, withdrawal or return to operation of hazard beacons marking obstacles to air navigation;
- k) changes in regulations requiring immediate action, e.g. prohibited areas for SAR action;
- l) presence of hazards which affect air navigation (including obstacles, military exercises, displays, races and major parachuting events outside promulgated sites);
- m) erecting, or removal of, or changes to, obstacles to air navigation in the take-off/climb, missed approach, approach areas and runway strip;
- n) establishment or discontinuance (including activation or deactivation) as applicable, or changes in the status of prohibited, restricted or danger areas;
- o) 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 121.500 MHz is required;
- p) allocation, cancellation or change of location indicators;
- q) significant changes in the level of protection normally available at an aerodrome/heliport for rescue and fire fighting purposes. NOTAM shall be originated only when a change of category is involved and such change of category shall be clearly stated (see Annex 14, Volume I, Chapter 9, and Attachment A, Section 17);
- r) presence or removal of, or significant changes in, hazardous conditions due to snow, slush, ice or water on the movement area;
- s) outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures;
- t) forecasts of solar cosmic radiation, where provided;
- u) 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;
- v) 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;
- w) establishment of operations of humanitarian relief missions, such as those undertaken under the auspices of United Nations, together with procedures and/or limitations which affect air navigation; and
- x) implementation of short-term contingency measures in cases of disruption, or partial disruption, of air traffic services and related supporting services.

Note.— See Annex 11, 2.28 and Attachment D to that Annex.”

6-1-66.2.5 Annex 15 also states: “The need for origination of a NOTAM should be considered in any other circumstances which may affect the operation of aircraft.”

Information not to be promulgated by NOTAM

[5.1.1.3]

~~6.1.136.2.6~~ 6.1.26.2.6 The following information, which relates to an aerodrome and its vicinity and does not affect its operational status, does not require promulgation by NOTAM. Such information should be given local distribution during pre-flight or in-flight briefing or other local contact with operators or pilots. Since such information is not of direct operational significance, it does not preclude safe operation of aircraft and is not likely to influence a ~~pilot's or operator's~~ flight crew member's decision to divert a flight. The circumstances shown hereunder as stated in Annex 15, 5.1.1.3, should therefore 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 obstacles 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/ heliport movement area;
- h) parachuting when in uncontrolled airspace under VFR (see Annex 15, 5.1.1.1 I)), when controlled, at promulgated sites or within danger or prohibited areas; and
- i) other information of a similar temporary nature."

Value of a NOTAM

~~6.1.26.2.7~~ 6.1.26.2.7 The basic purpose of NOTAM is the distribution of information in advance of the event to which it relates, except in the case of unserviceabilities, volcanic activity; release of radioactive material and toxic chemicals that cannot be foreseen. Thus, to realize its purpose ~~the addressee must receive a NOTAM addressee in sufficient time for to take any required action to be taken.~~ (The value of a NOTAM lies in its "news content" and its residual historical value is therefore minimal.)

Duration of NOTAM

[4.4.1]

~~6.1.36.2.8~~ 6.1.36.2.8 Although not directly specified in Annex 15, NOTAM should not remain in force for more than three months. ~~The AIS must publish an AIP Supplement, if the notified circumstances to be notified are expected to exceed three months, an AIP Supplement must be published.~~ A NOF may issue a new or replacement NOTAM when ~~When a temporary change in AIP information issued by NOTAM unexpectedly exceeds the three-month period, a new or replacement NOTAM may be issued, but only in those cases where a condition is expected to last for a further period of a maximum of one to two months. If it is expected that the condition will last for a longer period of time, otherwise the AIS must issue an AIP Supplement. must be issued. This procedure is covered in greater detail in 5.10.3.~~

Origination and use of “trigger” NOTAM

[5.1.1.6]

~~6.1.86.2.9~~ When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, “trigger” NOTAM ~~must be~~ is originated and promulgated. The intent of this NOTAM is to serve as a reminder in the pre-flight information bulletin (PIB) by ~~signalling~~ signaling the coming into effect of operationally significant permanent or temporary changes to the AIP, thus ensuring that users are aware of changes that may affect their flights. It also serves as a reminder to AIS officers responsible for updating AIP to insert a new AIP Amendment or AIP Supplement in the affected AIP on the amendment or supplement effective date.

~~6.1.86.2.10~~ Trigger NOTAM must contain a brief description of the contents of the amendment or supplement, the effective date/ and time and the reference number of the amendment or supplement. This trigger NOTAM must come into force on the same effective date as the amendment or supplement. Trigger NOTAM must remain valid, as a reminder in the PIB, for a period of 14 days. For examples and further guidance on the use of trigger NOTAM, see **Appendix A** to this chapter.

Checklists and lists of valid NOTAM

[5.2.13]

~~6.1.146.2.14~~ Issue periodically in a set format a A-checklist indicating all NOTAM that are valid, ~~must be issued periodically in a set format.~~ The checklist assists recipients in verifying that the right cancellations of NOTAM have been made. In addition, the checklist must refer to the latest AIP Amendments, AIP Supplements and at least the internationally distributed AIC. Cancelling by sole means of a checklist (i.e. by omitting NOTAM to be cancelled) is not allowed. ~~NOF must issue This Issue a checklist must be issued~~ over the aeronautical fixed service (AFS) not less than once a month, preferably to a fixed schedule so that recipients know when to expect it. Normally it would be adequate to issue the checklist for each month on the first day of the following month. Issue a A-checklist ~~is issued~~ as a NOTAM in the series to which it refers. A separate checklist must be issued for each NOTAM series to the same distribution as the actual message series to which they refer. Checklists must be clearly identified as such. Further guidance on checklists is given in **Appendix A to this chapter**.

~~6.1.156.2.15~~ Prepare with a minimum of delay and forward by the most expeditious means to all recipients of the Integrated Aeronautical Information Package. ~~In addition, a monthly printed plain- language list of valid NOTAM, including references to the latest AIP Amendments, AIC issued, and checklist of AIP Supplements must be prepared with a minimum of delay and forwarded by the most expeditious means to all recipients of the Integrated Aeronautical Information Package.~~

6.56.3 USE OF THE NOTAM CODE AND ABBREVIATIONS

Introduction

~~4(Doc 8400)~~6.3.1 The NOTAM Code is provided to enable the coding of information regarding the establishment, condition or change of radio aids, aerodromes and lighting facilities, dangers to aircraft, or search and rescue facilities.

~~4(Doc 8400)~~6.3.2 The NOTAM Code is a comprehensive description of information contained in NOTAM. It serves as an important criterion for storage and retrieval of information, as well as for deciding whether an item is of operational significance or not. It also establishes the relevance of the NOTAM to the various types of flight operations and determines whether it must therefore be part of a pre-flight information bulletin (PIB). In addition, it assists in specifying those items which that are subject to immediate notification processes.

~~6.5.16.3.3~~ The ICAO NOTAM Code contained in Doc 8400 is a comprehensive description of information contained in NOTAM. It serves as one of the most important criteria for storage and retrieval of information, as well as for deciding whether or not an item is of operational significance. It also establishes the relevance of the NOTAM to the various types of flight operations and whether it must therefore be part of a PIB. In addition, it assists in specifying items that are to be subject to immediate notification processes. The NOTAM Code forms the basis upon which NOTAM qualifiers Traffic, Purpose and Scope are determined for inclusion in item Item Q) of the NOTAM Format, in addition to defining the abbreviated plain-language text which appears in Item E).

~~6.5.26.3.4~~ All NOTAM Code groups contain five letters. The first letter, Q, indicates that it is a code abbreviation for use when composing NOTAM. The second and third letters indicate the type of facility or condition identify the subject, being reported and the fourth and fifth letters, the hazard or denote the status or condition of operation being the subjected reported upon. The encode portion of the NOTAM Code has been provided to facilitate the choice of the appropriate code groups but some imagination and a full appreciation of the Code's potentialities are necessary to make the most effective use of it. It therefore requires considerable study by those responsible for NOTAM composition. In fact, when composing NOTAM in plain language, cognizance should be given to the possible coding of the NOTAM and care taken to frame the NOTAM in a manner which will facilitate later transcription into the NOTAM Code.

6.3.5 To select the appropriate NOTAM Code, use the encoded NOTAM Code below. The NOTAM Code contains a large number of options and it is therefore necessary to study the NOTAM Code carefully to make the most effective use of it. The NOTAM Selection Criteria provides appropriate combinations of the NOTAM Code. When composing NOTAM in plain language, consider the possible coding of the NOTAM and frame the NOTAM in a manner which will facilitate later transcription into the NOTAM Code.

~~App B 1.26.3.5~~ The following fourth and fifth letters are not listed in the NOTAM Selection Criteria and they should not be used, and another find another code shall be found instead:

AC, AF, AX, CO, CP, HH, HJ, HK, HQ, HT, HU, LA, LD, LE, LK.

In the NOTAM Code – Decode below these fourth and fifth letters are placed in square brackets.

~~App B 1.36.3.6~~ The following fourth and fifth letters are not listed in the NOTAM Selection Criteria because they correspond to conditions normally communicated by the means of SNOWTAM:

HA, HB, HC, HD, HE, HF, HI, HL, HN, HO, HP, HS, HY, HZ.

The NOTAM Code – Decod**Second and third letters**

(Doc 84000)

<i>Code</i>	<i>Signification</i>	<i>Uniform abbreviated phraseology</i>
AGA		
Lighting facilities (L)		
LA	Approach lighting system (<i>specify runway and type</i>)	als
LB	Aerodrome beacon ¹	abn
LC	Runway centre line lights (<i>specify runway</i>)	rcll
LD	Landing direction indicator lights	ldi lgt
LE	Runway edge lights (<i>specify runway</i>)	redl
LF	Sequenced flashing lights (<i>specify runway</i>)	sequenced flg lgt
LG	Pilot-controlled lighting	pcl
LH	High intensity runway lights (<i>specify runway</i>)	high intst rwy lgt
LI	Runway end identifier lights (<i>specify runway</i>)	rwy end id lgt
LJ	Runway alignment indicator lights (<i>specify runway</i>)	rai lgt
LK	Category II components of approach lighting system (<i>specify runway</i>)	cat II components als
LL	Low intensity runway lights (<i>specify runway</i>)	low intst rwy lgt
LM	Medium intensity runway lights (<i>specify runway</i>)	medium intst rwy lgt
LP	Precision approach path indicator (<i>specify runway</i>)	papi
LR	All landing area lighting facilities	ldg area lgt fac
LS	Stopway lights (<i>specify runway</i>)	stwl
LT	Threshold lights (<i>specify runway</i>)	thr lgt
LU	Helicopter approach path indicator	hapi
LV	Visual approach slope indicator system (<i>specify type and runway</i>)	vasis
LW	Heliport lighting	heliport lgt
LX	Taxiway centre line lights (<i>specify taxiway</i>)	twy cl lgt
LY	Taxiway edge lights (<i>specify taxiway</i>)	twy edge lgt
LZ	Runway touchdown zone lights (<i>specify runway</i>)	rtzl
AGA		
Movement and landing area (M)		
MA	Movement area	mov area
MB	Bearing strength (<i>specify part of landing area or movement area</i>)	bearing strength
MC	Clearway (<i>specify runway</i>)	cwy
MD	Declared distances (<i>specify runway</i>)	declared dist
MG	Taxiing guidance system	tg
MH	Runway arresting gear (<i>specify runway</i>)	rag
MK	Parking area	prkg area
MM	Daylight markings (<i>specify threshold, centre line, etc.</i>)	day markings
MN	Apron	apron
MO	Stopbar Stop bar (<i>specify taxiway</i>)	stopbar
MP	Aircraft stands (<i>specify</i>)	acft stand
MR	Runway (<i>specify runway</i>)	rwy
MS	Stopway (<i>specify runway</i>)	swy
MT	Threshold (<i>specify runway</i>)	thr
MU	Runway turning bay (<i>specify runway</i>)	rwy turning bay

Code	Signification	Uniform abbreviated phraseology
MW	Strip/shoulder (<i>specify runway</i>)	strip/shoulder
MX	Taxiway(s) (<i>specify</i>)	twy
MY	Rapid exit taxiway (<i>specify</i>)	rapid exit twy
AGA		
Facilities and services (F)		
FA	Aerodrome	ad
FB	Friction measuring device (<i>specify type</i>)	friction measuring device
FC	Ceiling measurement equipment	ceiling measurement eqpt
FD	Docking system (<i>specify AGNIS, BOLDS, etc.</i>)	dckg system
FE	Oxygen (<i>specify type</i>)	oxygen
FF	Firefighting and rescue	fire and rescue
FG	Ground movement control	gnd mov ctl
FH	Helicopter alighting area/platform	hel alighting area
FI	Aircraft de-icing (<i>specify</i>)	acft de-ice
FJ	Oils (<i>specify type</i>)	oil
FL	Landing direction indicator	ldi
FM	Meteorological service (<i>specify type</i>)	met
FO	Fog dispersal system	fg dispersal
FP	Heliport	heliport
FS	Snow removal equipment	sn removal eqpt
FT	Transmissometer (<i>specify runway and, where applicable, designator(s) of transmissometer(s)</i>)	transmissometer
FU	Fuel availability	fuel avbl
FW	Wind direction indicator	wdi
FZ	Customs/immigration	cust/immigration
ATM		
Airspace organization management (A)		
AA	Minimum altitude (<i>specify en-route/crossing/safe</i>)	mnm alt
AC	Control zone	ctr
AD	Air defence identification zone	adiz
AE	Control area	cta
AF	Flight information region	fir
AH	Upper control area	uta
AL	Minimum usable flight level	mnm usable fl
AN	Area navigation route	rnav rte
AO	Oceanic control area	oca
AP	Reporting point (<i>specify name or coded designator</i>)	rep
AR	ATS route (<i>specify</i>)	ats rte
AT	Terminal control area	tma
AU	Upper flight information region	uir
AV	Upper advisory area	uda
AX	Significant point	sig point
AZ	Aerodrome traffic zone	atz

Code	Signification	Uniform abbreviated phraseology
ATM		
Air traffic and VOLMET services (S)		
SA	Automatic terminal information service	atis
SB	ATS reporting office	aro
SC	Area control centre	acc
SE	Flight information service	fis
SF	Aerodrome flight information service	afis
SL	Flow control centre	flow ctl centre
SO	Oceanic area control centre	oac
SP	Approach control service	app
SS	Flight service station	fss
ST	Aerodrome control tower	twr
SU	Upper area control centre	uac
SV	VOLMET broadcast	volmet
SY	Upper advisory service (<i>specify</i>)	upper advisory ser
ATM		
Air traffic procedures (P)		
PA	Standard instrument arrival (<i>specify route designator</i>)	star
PB	Standard VFR arrival	std vfr arr
PC	Contingency procedures	contingency proc
PD	Standard instrument departure (<i>specify route designator</i>)	sid
PE	Standard VFR departure	std vfr dep
PF	Flow control procedure	flow ctl proc
PH	Holding procedure	hldg proc
PI	Instrument approach procedure (<i>specify type and runway</i>)	instr apch proc
PK	VFR approach procedure	vfr apch proc
PL	Flight plan processing, filing and related contingency	fpl
PM	Aerodrome operating minima (<i>specify procedure and amended minimum</i>)	opr minima
PN	Noise operating restrictions	noise opr restrictions
PO	Obstacle clearance altitude and height (<i>specify procedure</i>)	oca och
PR	Radio failure procedure	rdo failure proc
PT	Transition altitude or transition level (<i>specify</i>)	ta/trl
PU	Missed approach procedure (<i>specify runway</i>)	missed apch proc
PX	Minimum holding altitude (<i>specify fix</i>)	mmn hldg alt
PZ	ADIZ procedure	adiz proc
CNS		
Communications and surveillance facilities (C)		
CA	Air/ground facility (<i>specify service and frequency</i>)	a/g fac
CB	Automatic dependent surveillance — broadcast (details)	ads-b
CC	Automatic dependent surveillance — contract (details)	ads-c
CD	Controller-pilot data link communications (<i>details</i>)	cpdlc
CE	En-route surveillance radar	rsr
CG	Ground controlled approach system	gca

<i>Code</i>	<i>Signification</i>	<i>Uniform abbreviated phraseology</i>
CL	Selective calling system	selcal
CM	Surface movement radar	smr
CP	Precision approach radar (<i>specify runway</i>)	par
CR	Surveillance radar element of precision approach radar system (<i>specify wavelength</i>)	sre
CS	Secondary surveillance radar	ssr
CT	Terminal area surveillance radar	tar
CNS		
Instrument and microwave landing systems (I)		
IC	Instrument landing system (<i>specify runway</i>)	ils
ID	DME associated with ILS	ils dme
IG	Glide path (ILS) (<i>specify runway</i>)	ils gp
II	Inner marker (ILS) (<i>specify runway</i>)	ils im
IL	Localizer (ILS) (<i>specify runway</i>)	ils llz
IM	Middle marker (ILS) (<i>specify runway</i>)	ils mm
IN	Localizer (<i>not associated with ILS</i>)	llz
IO	Outer marker (ILS) (<i>specify runway</i>)	ils om
IS	ILS Category I (<i>specify runway</i>)	ils cat I
IT	ILS Category II (<i>specify runway</i>)	ils cat II
IU	ILS Category III (<i>specify runway</i>)	ils cat III
IW	Microwave landing system (<i>specify runway</i>)	mls
IX	Locator, outer (ILS) (<i>specify runway</i>)	ils lo
IY	Locator, middle (ILS) (<i>specify runway</i>)	ils lm
CNS		
GNSS services (G)		
GA	GNSS airfield-specific operations (<i>specify operation</i>)	gnss airfield
GW	GNSS area-wide operations (<i>specify operation</i>)	gnss area
CNS		
Terminal and en-route navigation facilities (N)		
NA	All radio navigation facilities (except . . .)	all rdo nav fac
NB	Non-directional radio beacon	ndb
NC	DECCA	decca
ND	Distance measuring equipment	dme
NF	Fan marker	fan mkr
NL	Locator (<i>specify identification</i>)	1
NM	VOR/DME	vor/dme
NN	TACAN	tacan
NO	OMEGA	omega
NT	VORTAC	vortac
NV	VOR	vor
NX	Direction-finding station (<i>specify type and frequency</i>)	df

<i>Code</i>	<i>Signification</i>	<i>Uniform abbreviated phraseology</i>
Navigation Warnings		
Airspace restrictions (R)		
RA	Airspace reservation (<i>specify</i>)	airspace reservation
RD	Danger area (<i>specify</i>)	. . d . .
RM	Military operating area	moa
RO	Overflying of . . . (<i>specify</i>)	overflying
RP	Prohibited area (<i>specify</i>)	. . p . .
RR	Restricted area	. . r . .
RT	Temporary restricted area (<i>specify area</i>)	tempo restricted area
Navigation Warnings		
Warnings (W)		
WA	Air display	air display
WB	Aerobatics	aerobatics
WC	Captive balloon or kite	captive balloon/kite
WD	Demolition of explosives	demolition of explosives
WE	Exercises (<i>specify</i>)	exer
WF	Air refuelling	air refuelling
WG	Glider flying	gld fly
WH	Blasting	blasting
WJ	Banner/target towing	banner/target towing
WL	Ascent of free balloon	ascent of free balloon
WM	Missile, gun or rocket firing	missile/gun/rocket/frng
WP	Parachute jumping exercise, paragliding or hang gliding	pje/paragliding/hang gliding
WR	Radioactive materials or toxic chemicals (<i>specify</i>)	radioactive materials/toxic chemicals
WS	Burning or blowing gas	burning/blowing gas
WT	Mass movement of aircraft	mass mov of acft
WU	Unmanned aircraft	ua
WV	Formation flight	formation flt
WW	Significant volcanic activity	significant volcanic act
WY	Aerial survey	aerial survey
WZ	Model flying	model fly
Other Information (O)		
OA	Aeronautical information service	ais
OB	Obstacle (<i>specify details</i>)	obst
OE	Aircraft entry requirements	acft entry rqmnts
OL	Obstacle lights on . . . (<i>specify</i>)	obst lgt
OR	Rescue coordination centre	rcc

Fourth and fifth letters

Code	Signification	Uniform abbreviated phraseology
Availability (A)		
AC	Withdrawn for maintenance	withdrawn maint
AD	Available for daylight operation	avbl day ops
AF	Flight checked and found reliable	fltck okay
AG	Operating but ground checked only, awaiting flight check	opr but gnd ck only, awaiting fltck
AH	Hours of service are now . . . (specify)	hr ser
AK	Resumed normal operation	okay
AL	Operative (or reoperative) subject to previously published limitations/conditions	opr subj previous cond
AM	Military operations only	mil ops only
AN	Available for night operation	avbl ngt ops
AO	Operational	opr
AP	Available, prior permission required	avbl, ppr
AR	Available on request	avbl o/r
AS	Unserviceable	u/s
AU	Not available (specify reason if appropriate)	not avbl
AW	Completely withdrawn	withdrawn
AX	Previously promulgated shutdown has been cancelled	promulgated shutdown cnl
Changes (C)		
CA	Activated	act
CC	Completed	cmpl
CD	Deactivated	deactivated
CE	Erected	erected
CF	Operating frequency(ies) changed to	opr freq changed to
CG	Downgraded to	downgraded to
CH	Changed	changed
CI	Identification or radio call sign changed to	ident/rdo call sign changed to
CL	Realigned	realigned
CM	Displaced	displaced
CN	Cancelled	cnl
CO	Operating	opr
CP	Operating on reduced power	opr reduced pwr
CR	Temporarily replaced by	tempo rplcd by
CS	Installed	instl
CT	On test, do not use	on test, do not use

Code	Signification	Uniform abbreviated phraseology
Hazard Conditions (H)		
HA	Braking action is . . . 1) Poor 2) Medium/Poor 3) Medium 4) Medium/Good 5) Good	ba is...
HB	Friction coefficient is . . . <i>(specify friction measuring device used)</i>	friction coefficient is
HC	Covered by compacted snow to a depth of	cov compacted sn depth
HD	Covered by dry snow to a depth of	cov dry sn depth
HE	Covered by water to a depth of	cov water depth
HF	Totally free of snow and ice	free of sn and ice
HG	Grass cutting in progress	grass cutting inpr
HH	Hazard due to <i>(specify)</i>	hazard due
HI	Covered by ice	cov ice
HJ	Launch planned . . . <i>(specify balloon flight identification or project code name, launch site, planned period of launch(es) — date/time, expected climb direction, estimated time to pass 18 000 m (60 000 ft), or reaching cruise level if at or below 18 000 m (60 000 ft), together with estimated location)</i>	launch plan
HK	Bird migration in progress <i>(specify direction)</i>	bird migration inpr
HL	Snow clearance completed	sn clr cmpl
HM	Marked by	marked by
HN	Covered by wet snow or slush to a depth of	cov wet sn/slush depth
HO	Obscured by snow	obscured by sn
HP	Snow clearance in progress	sn clr inpr
HQ	Operation cancelled . . . <i>(specify balloon flight identification or project code name)</i>	opr cnl
HR	Standing water	standing water
HS	Sanding in progress	sanding inpr
HT	Approach according to signal area only	apch according signal
HU	Launch in progress . . . <i>(specify balloon flight identification or project code name, launch site, date/time of launch(es), estimated time passing 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location, estimated date/time of termination of the flight and planned location of ground contact, when applicable)</i>	launch inpr
HV	Work completed	work cmpl
HW	Work in progress	wip
HX	Concentration of birds	bird concentration
HY	Snow banks exist <i>(specify height)</i>	sn banks hgt
HZ	Covered by frozen ruts and ridges	cov frozen ruts and ridges

<i>Code</i>	<i>Signification</i>	<i>Uniform abbreviated phraseology</i>
Limitations (L)		
LA	Operating on auxiliary power supply	opr aux pwr
LB	Reserved for aircraft based therein	reserved for acft based therein
LC	Closed	clsd
LD	Unsafe	unsafe
LE	Operating without auxiliary power supply	opr aux wo pwr
LF	Interference from	interference fm
LG	Operating without identification	opr wo ident
LH	Unserviceable for aircraft heavier than	u/s acft heavier than
LI	Closed to IFR operations	clsd ifr ops
LK	Operating as a fixed light	opr as f lgt
LL	Usable for length of . . . and width of . . .	usable len.../wid...
LN	Closed to all night operations	clsd to all ngt ops
LP	Prohibited to	prohibited to
LR	Aircraft restricted to runways and taxiways	acft restricted to rwy and twy
LS	Subject to interruption	subj intrp
LT	Limited to	ltd to
LV	Closed to VFR operations	clsd vfr ops
LW	Will take place	will take place
LX	Operating but caution advised due to	opr but ctn advised due to
Other (XX)		
XX	Plain language	

The NOTAM code – encode**Second and third letters**

<i>Signification</i>	<i>Code</i>	<i>Signification</i>	<i>Code</i>
AGA		Clearway (specify runway)	MC
Lighting facilities (L)		Daylight markings (specify threshold, centre line, etc.)	MM
Aerodrome beacon	LB	Declared distances (specify runway)	MD
All landing area lighting facilities	LR	Movement area	MA
Approach lighting system (<i>specify runway and type</i>)	LA	Parking area	MK
Category II components of approach lighting system (specify runway)	LK	Rapid exit taxiway (specify)	MY
Helicopter approach path indicator	LU	Runway (specify runway)	MR
Heliport lighting	LW	Runway arresting gear (specify runway)	MH
High intensity runway lights (specify runway)	LH	Runway turning bay (specify runway)	MU
Landing direction indicator lights	LD	Stop bar Stop bar (specify taxiway)	MO
Low intensity runway lights (specify runway)	LL	Stopway (specify runway)	MS
Medium intensity runway lights (specify runway)	LM	Strip/shoulder (specify runway)	MW
Pilot-controlled lighting	LG	Taxiing guidance system	MG
Precision approach path indicator (specify runway)	LP	Taxiway(s) (specify)	MX
Runway alignment indicator lights (specify runway)	LJ	Threshold (specify runway)	MT
Runway centre line lights (specify runway)	LC	AGA	
Runway edge lights (specify runway)	LE	Facilities and services (F)	
Runway end identifier lights (specify runway)	LI	Aerodrome	FA
Runway touchdown zone lights (specify runway)	LZ	Aircraft de-icing (specify)	FI
Sequenced flashing lights (specify runway)	LF	Ceiling measurement equipment	FC
Stopway lights (specify runway)	LS	Customs/immigration	FZ
Taxiway centre line lights (specify taxiway)	LX	Docking system (specify AGNIS, BOLDS, etc.)	FD
Taxiway edge lights (specify taxiway)	LY	Firefighting and rescue	FF
Threshold lights (specify runway)	LT	Fog dispersal system	FO
Visual approach slope indicator system (specify type and runway)	LV	Friction measuring device (specify type)	FB
AGA		Fuel availability	FU
Movement and landing area (M)		Ground movement control	FG
Aircraft stands (specify)	MP	Helicopter alighting area/platform	FH
Apron	MN	Heliport	FP
Bearing strength (specify part of landing area or movement area)	MB	Landing direction indicator	FL
		Meteorological service (specify type)	FM
		Oils (specify type)	FJ
		Oxygen (specify type)	FE
		Snow removal equipment	FS
		Transmissometer (specify runway and, where applicable, designator(s) of transmissometer(s))	FT
		Wind direction indicator	FW

<i>Signification</i>	<i>Code</i>	<i>Signification</i>	<i>Code</i>
ATM		Instrument approach procedure (specify type and runway)	PI
Airspace organization management (A)		Minimum holding altitude (specify fix)	PX
Aerodrome traffic zone	AZ	Missed approach procedure (specify runway)	PU
Air defence identification zone	AD	Noise operating restrictions	PN
Area navigation route	AN	Standard instrument arrival (specify route designator)	PA
ATS route (specify)	AR	Standard instrument departure (specify route designator)	PD
Control area	AE	Standard VFR arrival	PB
Control zone	AC	Standard VFR departure	PE
Flight information region	AF	Transition altitude or transition level (specify)	PT
Minimum altitude (specify en-route/crossing/safe)	AA	VFR approach procedure	PK
Minimum usable flight level	AL		
Oceanic control area	AO	CNS	
Reporting point (specify name or coded designator)	AP	Communications and surveillance facilities (C)	
Significant point	AX		
Terminal control area	AT	Air/ground facility (specify service and frequency)	CA
Upper advisory area	AV	Automatic dependent surveillance — broadcast (details)	CB
Upper control area	AH	Automatic dependent surveillance — contract (details)	CC
Upper flight information region	AU	Controller-pilot data link communications (details)	CD
ATM		En-route surveillance radar	CE
Air traffic and VOLMET services (S)		Ground controlled approach system	CG
Aerodrome control tower	ST	Precision approach radar (specify runway)	CP
Aerodrome flight information service	SF	Secondary surveillance radar	CS
Approach control service	SP	Selective calling system	CL
Area control centre	SC	Surface movement radar	CM
ATS reporting office	SB	Surveillance radar element of precision approach radar system (specify wavelength)	CR
Automatic terminal information service	SA	Terminal area surveillance radar	CT
Flight information service	SE		
Flight service station	SS		
Flow control centre	SL		
Oceanic area control centre	SO		
Upper advisory service (specify)	SY		
Upper area control centre	SU		
VOLMET broadcast	SV		
ATM		CNS	
Air traffic procedures (P)		GNSS services (G)	
ADIZ procedure	PZ	GNSS airfield-specific operations (specify operation)	GA
Aerodrome operating minima (specify procedure and amended minimum)	PM	GNSS area-wide operations (specify operation)	GW
Contingency procedures	PC	CNS	
Flight plan processing, filing and related contingency	PL	Instrument and microwave landing systems (I)	
Flow control procedure	PF		
Holding procedure	PH		

<i>Signification</i>	<i>Code</i>		
		Military operating area	RM
		Overflying of . . . (specify)	RO
		Prohibited area (specify)	RP
		Restricted area	RR
		Temporary restricted area (specify area)	RT
		Navigation Warnings	
		Warnings (W)	
DME associated with ILS	ID	Aerial survey	WY
Glide path (ILS) (specify runway)	IG	Aerobatics	WB
ILS Category I (specify runway)	IS	<i>Signification</i>	<i>Code</i>
ILS Category III (specify runway)	IU		
Inner marker (ILS) (specify runway)	II	Air display	WA
Instrument landing system (specify runway)	IC	Air refuelling	WF
Localizer (ILS) (specify runway)	IL	Ascent of free balloon	WL
Localizer (not associated with ILS)	IN	Banner/target towing	WJ
Locator, middle (ILS) (specify runway)	IY	Demolition of explosives	WD
Locator, outer (ILS) (specify runway)	IX	Exercises (specify)	WE
Microwave landing system (specify runway)	IW	Formation flight	WV
Middle marker (ILS) (specify runway)	IM	Glider flying	WG
Outer marker (ILS) (specify runway)	IO	Mass movement of aircraft	WT
CNS		Missile, gun or rocket firing	WM
Terminal and en-route navigation facilities (N)		Model flying	WZ
All radio navigation facilities (except . . .)	NA	Parachute jumping exercise, paragliding or hang gliding	WP
DECCA	NC	Radioactive materials or toxic chemicals (specify)	WR
Direction-finding station (specify type and frequency)	NX	Significant volcanic activity	WW
Distance measuring equipment	ND	Unmanned aircraft	WU
Fan marker	NF		
Locator (specify identification)	NL	Other Information (O)	
Non-directional radio beacon	NB		
OMEGA	NO		
VOR	NV		
VOR/DME	NM	Aeronautical information service	OA
VORTAC	NT	Aircraft entry requirements	OE
TACAN	NN	Obstacle (specify details)	OB
Navigation Warnings		Obstacle lights on . . . (specify)	OL
Airspace restrictions (R)		Rescue coordination centre	OR
Airspace reservation (specify)	RA		
Danger area (specify)	RD		

Fourth and fifth letters

Signification	Code	Signification	Code
Availability (A)		Hazard Conditions (H)	
Available for daylight operation	AD	Approach according to signal area only	HT
Available for night operation	AN	Bird migration in progress (specify direction)	HK
Available on request	AR		
Available, prior permission required	AP		
Completely withdrawn	AW	Braking action is . . .	HA
Flight checked and found reliable	AF	1) Poor	
Hours of service are now . . . (specify)	AH	2) Medium/Poor	
Military operations only	AM	3) Medium	
Not available (specify reason if appropriate)	AU	4) Medium/Good	
Operating but ground checked only, awaiting flight check	AG	5) Good	
Operational	AO	Concentration of birds	HX
Operative (or reoperative) subject to previously published limitations/conditions	AL	Covered by compacted snow to a depth of	HC
Previously promulgated shutdown has been cancelled	AX	Covered by dry snow to a depth of	HD
Resumed normal operation	AK	Covered by frozen ruts and ridges	HZ
Unserviceable	AS	Covered by ice	HI
Withdrawn for maintenance	AC	Covered by water to a depth of	HE
		Covered by wet snow or slush to a depth of	HN
Changes (C)		Friction coefficient is . . . (specify friction measuring device used)	HB
Activated	CA	Grass cutting in progress	HG
Cancelled	CN	Hazard due to (specify)	HH
Changed	CH	Launch in progress . . . (specify balloon flight identification or project code name, launch site, date/time of launch(es), estimated time passing 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location, estimated date/time of termination of the flight and planned location of ground contact, when applicable)	HU
Completed	CC		
Deactivated	CD		
Displaced	CM		
Downgraded to	CG		
Erected	CE		
Identification or radio call sign changed to	CI		
Installed	CS	Launch planned . . . (specify balloon flight identification or project code name, launch site, planned period of launch(es) — date/time, expected climb direction, estimated time to pass 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location)	HJ
On test, do not use	CT		
Operating	CO		
Operating frequency(ies) changed to	CF		
Operating on reduced power	CP		
Realigned	CL		
Temporarily replaced by	CR	Marked by	HM
		Obscured by snow	HO
		Operation cancelled . . . (specify balloon flight identification or project code name)	HQ

Signification	Code	Signification	Code
Sanding in progress	HS	Limited to	LT
Snow banks exist (<i>specify height</i>)	HY	Operating as a fixed light	LK
Snow clearance completed	HL	Operating but caution advised due to	LX
Snow clearance in progress	HP	Operating on auxiliary power supply	LA
Standing water	HR	Operating without auxiliary power supply	LE
Totally free of snow and ice	HF	Operating without identification	LG
Work completed	HV	Prohibited to	LP
Work in progress	HW	Reserved for aircraft based therein	LB
		Subject to interruption	LS
Limitations (L)		Unsafe	LD
		Unserviceable for aircraft heavier than	LH
Aircraft restricted to runways and taxiways	LR	Usable for length of . . . and width of . .	LL
Closed	LC	Will take place	LW
Closed to all night operations	LN	Other (XX)	
Closed to IFR operations	LI		
Closed to VFR operations	LV	Plain language	XX
Interference from	LF		

6.4 INSTRUCTION FOR THE COMPOSITION OF THE NOTAM CODE GROUPS

Composition

~~3.1(Dec 8400)~~ 6.4.1 All NOTAM Code groups contain a total of five (5) letters. The first letter of the code group is always the letter Q to indicate that it is a code abbreviation for use in the composition of NOTAM. The letter Q has been chosen to avoid conflict with any assigned radio call sign.

~~3.2(Dec 8400)~~ 6.4.2 The second and third letters identify the subject reported upon and the fourth and fifth letters denote its status or condition of operation. The code NOTAM Code identifying the subject or denoting its status of operation is created to be, whenever possible, self-evident. ~~Where more than one subject could be identified by the same self-evident code, the most important subject is chosen.~~ Ensure that the most important information is issued when more than one subject, status or condition is identified.

Classification by subject (second and third letters)

~~3.6(Dec 8400)~~ 6.4.3 Facilities, services and other information which require coding have been classified by subject into sections and subsections. The second letter of the NOTAM Code group, ~~which may be any letter of the alphabet except Q,~~ indicates the subject subsections as follows:

AGA (Aerodromes)

QL . . .	lighting facilities	—L
QM . . .	movement and landing area	—M
QF . . .	facilities and services	—F

ATM (Air Traffic Management)

QA . . .	airspace organization management	—A
QS . . .	air traffic and volmet services	—S
QP . . .	air traffic procedures	—P

CNS (Communications, Navigation and Surveillance)

QC . . .	communication and radar facilities	—C
QI . . .	instrument and microwave landing systems	—I
QG . . .	GNSS services	—G
QN . . .	terminal and en-route navigation facilities	—N

Navigation Warnings

QR . . .	airspace restrictions	—R
QW . . .	warnings	—W

Other Information

QO . . .	other information	—O
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Subjects not listed in the NOTAM Code

QX . . . plain language

~~3.3(Doc 8400)~~ ~~2.3.6.6 (OPADD)~~ **6.4.4** If the subject of the NOTAM is not listed in the NOTAM Code, use whenever possible an overall term (such as FA – Aerodrome or AF – Flight information region) or a best fitting code instead of XX. ~~insert XX as the second and third letters.~~ When this is not possible XX is used as the 2nd and 3rd letter combination, free association is possible with the qualifiers “Traffic”, “Purpose” and “Scope”. Select these entries with due regard to the qualifying NOTAM text.

Classification by status or condition (fourth and fifth letters)

~~3.7(Doc 8400)~~ **6.4.5** The fourth letter of the NOTAM Code group, which may be any letter of the alphabet except Q, indicates status or condition subsections as follows:

QA Availability

QC Changes

QH Hazard conditions

QL Limitations

QX ~~Other~~ Status or condition not listed in the NOTAM Code

~~3.4(Doc 8400)~~ **6.4.6** If the condition of the subject is not listed in the NOTAM Code, insert XX as the fourth and fifth letters. Before deciding to use XX, make every possible effort to use subjects and conditions that are listed in the NOTAM Selection Criteria.

~~2.3.6.5(OPADD)~~ **6.4.7** When XX is used as the 4th and 5th letter combination, free association is possible with the qualifiers Traffic and Purpose. Select entries with due regard to the qualifying NOTAM text and, by analogy, with the most common used combination of qualifiers to the respective subject (2nd and 3rd letters) in the NOTAM Selection Criteria.

~~2.3.6.8(OPADD)~~ **6.4.8** If, exceptionally, neither the subject nor the status or condition is listed: the code ‘QXXXX’ may be used. When the NOTAM Code ‘QXXXX’ is used, free association of the qualifiers is possible. The qualifiers should reflect the content of the NOTAM.

Example:

Q) EACC/QXXXX/IV/M/E/000/999/5533N00940E999

E) ACCORDING TO RESOLUTION 781 UNITED NATIONS HAS DECIDED TO ESTABLISH A BAN ON MIL FLIGHTS IN

Cancellation NOTAM

~~5.2.7(Ax15)~~ ~~2.4.3.4(OPADD)~~ **6.4.9** A cancellation NOTAM subjects second and third letters are identical with the original NOTAM.

~~(Ax15 App6)~~ **6.4.10** In NOTAM cancellations use only one of the following fourth and fifth letters of the NOTAM Code shall be used in NOTAM cancellations:

Q — **.. AK** = RESUMED NORMAL OPS

Q — **.. AL** = OPERATIVE (OR RE-OPERATIVE) SUBJECT TO PREVIOUSLY PUBLISHED LIMITATIONS/CONDITION

Q — **.. AO** = OPERATIONAL

- Q — **CC** = COMPLETED
 Q — **CN** = CANCELLED
 Q — **HV** = WORK COMPLETED
 Q — **XX** = OTHER (Plain Language)

Note1. - Q . . AO = Operational is only used for cancellation, NOTAM promulgating new equipment or services should use following fourth and fifth letters Q . . CS = Installed.

Note2. - Q . . CN = CANCELLED should only be used to cancel planned activities e.g. navigations warnings, as well as Q . . HV = WORK COMPLETED is used to cancel work in progress.

Significations/ and uniform abbreviated phraseology

~~4(Dec-8400)~~ **6.4.12** In order to facilitate the dissemination distribution of NOTAM by reducing the transmission time over telecommunication channels, eliminate translation and provide a suitable PIB entry, use the approved uniform abbreviated phraseology assigned to each signification of a two-letter combination in the NOTAM Code — Decode part is to be used in item E) in the NOTAM format, in preference to significations wherever possible.

Note.— In addition, to meet certain requirements, a State may wish to provide a translation of the approved uniform phraseology in another language.

Amplification of significations/ and uniform abbreviated phraseology

~~6(Dec-8400)~~ **6.4.13** The following is applicable to amplification of significations/uniform abbreviated phraseology:

- a) amplifications relating to significations/ and uniform abbreviated phraseology of the second and third letters (subject of the NOTAM) must precede signification/uniform abbreviated phraseology of the NOTAM Code;
- b) amplifications relating to significations/ and uniform abbreviated phraseology of the fourth and fifth letters (status of operation) must follow signification/ and uniform abbreviated phraseology of the NOTAM Code.

Examples (as applicable to Item E) of the NOTAM Format)

- a) The touchdown zone lights of RWY 27 are not available due to power failure. The second and third letters LZ-RTZL is preceded by RWY 27 and followed by the fourth and fifth letters AU-**NOT AVBL.**

E) RWY 27 **RTZL NOT AVBL** DUE PWR FAILURE

- b) The taxiway edge lights of taxiway B are obscured by snow. The second and third letters LY-TWY EDGE LGT is preceded by TWY B and followed by the fourth and fifth letters AS-U/S.

E) TWY B **TWY EDGE LGT U/S** OBSCURED BY SN

- c) On the strip of RWY 09/27 snow banks to a height of 15 ft exist. The second and third letters MW-**STRIP** is preceded by RWY 09/27 and followed by the fourth and fifth letters AW-**WITHDRAWN**

E) RWY 09/27 **STRIP WITHDRAWN** SN BANKS HGT 15 FT

d) The minimum sector altitude in the sector 90° to 180° inbound VOR identity DOM changed to 3 600 ft MSL. . The second and third letters **AA-MSA** is preceded by 90 TO 180 DEG INBD VOR DOM and followed by the fourth and fifth letters **CH-CHANGED**

E) 90 TO 180 DEG INBD VOR DOM **MSA CHANGED** 3600 FT MSL

6.5 COMBINATIONS OF NOTAM CODES AND NOTAM QUALIFIERS

~~3.18.3.1(OPADD)~~6.5.1 The NOTAM Selection Criteria are the basis for NOTAM Code allocation and selection of qualifiers. Combinations of the NOTAM Codes subject and status or condition with the NOTAM qualifiers Traffic, Purpose and Scope are presented in the NOTAM Selection Criteria tables. In the tables appropriate combinations are marked with an X.

~~2.3.6.6(OPADD)~~6.5.2 If the subject (2nd and 3rd letters) is not listed and plain language code XX is used, or if the subject demands a different selection of qualifiers, select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers in the tables

~~2.3.6.7(OPADD)~~6.5.3 If the condition (4th and 5th letters) is not listed, select entries with due regard to the qualifying NOTAM content and, by analogy, with the prevailing association to qualifiers to the respective subject (2nd and 3rd letters).

~~2.4.3.5(OPADD)~~6.5.4 To facilitate updates of PIB and flight information service, issue NOTAM which cancel a previous NOTAM (NOTAMC) with identical qualifiers; Traffic, Purpose and Scope as the original NOTAM.

6.5.4 Appropriate combinations of NOTAM cancellations codes are in the bottom under the bold line of each NOTAM code combination.

Index of categories of the NOTAM Code based on the second letter in the NOTAM Selection Criteria tables

AGA — LIGHTING FACILITIES (L)	6-B-Error! Bookmark not defined.
AGA — MOVEMENT AND LANDING AREA (M)	6-B-Error! Bookmark not defined.
AGA — FACILITIES AND SERVICES (F)	6-B-Error! Bookmark not defined.
CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)	6-B-Error! Bookmark not defined.
CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)	6-B-Error! Bookmark not defined.
CNS — GNSS SERVICES (G)	6-B-Error! Bookmark not defined.
CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)	6-B-Error! Bookmark not defined.
ATM — AIRSPACE ORGANIZATION (A)	6-B-Error! Bookmark not defined.
ATM — AIR TRAFFIC AND VOLMET SERVICES (S)	6-B-Error! Bookmark not defined.
ATM — AIR TRAFFIC PROCEDURES (P)	6-B-Error! Bookmark not defined.
NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)	6-B-Error! Bookmark not defined.

NAVIGATION WARNINGS — WARNINGS (W)	6-B- Error! Bookmark not defined.
OTHER INFORMATION (O)	6-B-???

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Approach lighting system (specify runway and type)		LA		Scope: A			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		Traffic		Purpose	
				I	V	N	M
Hours of service are now . . . (specify)	AH	x	x	*	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational [EN1]	AO						
Available on request	AR	x	x	*	x	x	
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	*	x	x	
Completed [EN2]	CC						
Cancelled	CN						
Downgraded to . . . (specify)	CG	x	x	x	x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Aerodrome beacon		LB		Scope: A			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		Traffic		Purpose	
				I	V	N	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational [EN3]	AO						
Unserviceable	AS		x				x
Completely withdrawn	AW		x				x
Completed [EN4]	CC						
Cancelled	CN						
Installed	CS		x				x
Trigger	TT		x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be					

Operative (or re-operative subject to previously published limitations/conditions)	AL	identical with the original NOTAM.
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: A					
Runway centre line lights (specify runway)	Traffic		Purpose					
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational[EN5]		AO						
Unserviceable		AS	x			x	x	
Completely withdrawn		AW	x			x	x	
Completed[EN6]		CC						
Cancelled		CN						
Installed		CS	x			x	x	
Trigger		TT	x			x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: A						
Landing direction indicator lights			LD		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M	
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational[EN7]		AO							
Unserviceable		AS		x		x	x		
Completely withdrawn		AW		x		x	x		
Completed[EN8]		CC							
Cancelled		CN							
Installed		CS		x		x	x		
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Plain language		XX							

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Runway edge lights (specify runway)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational ^[EN9]	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed ^[EN10]	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Sequenced flashing lights (specify runway)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational ^[EN11]	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed ^[EN12]	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Pilot-controlled lighting	LG	Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational[EN13]	AO							
Unserviceable	AS	x	x		x	x		
Completely withdrawn	AW	x	x		x	x		
Completed [EN14]	CC							
Changed	CH	x	x		x	x		
Cancelled	CN							
Installed	CS	x	x		x	x		
On test, do not use	CT	x	x		x	x		
Limited to . . . (specify)	LT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
High intensity runway lights (specify runway)	LH	Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational[EN15]	AO							
Unserviceable	AS	x			x	x		
Completely withdrawn	AW	x			x	x		
Completed [EN16]	CC							
Cancelled	CN							
Installed	CS	x			x	x		
Trigger	TT	x			x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							

Plain language	XX	
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CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Runway end identifier lights (specify runway)		LI		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational [EN17]	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed [EN18]	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Runway alignment indicator lights (specify runway)		LJ		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational [EN19]	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed [EN20]	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Category II components of approach lighting system (specify runway)		LK	Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO [EN21]						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC [EN22]						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Low intensity runway lights (specify runway)		LL	Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO [EN23]						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC [EN24]						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Medium intensity runway lights (specify runway)		Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN25]
Unserviceable	AS	x			x	x		
Completely withdrawn	AW	x			x	x		
Completed	CC							
	[EN26]							
Cancelled	CN							
Installed	CS	x			x	x		
Trigger	TT	x			x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Precision approach path indicator (PAPI) (specify runway)		Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x	x		x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN27]
Available on request	AR	x	x		x	x		
Unserviceable	AS	x	x		x	x		
Completely withdrawn	AW	x	x		x	x		
Completed	CC							
	[EN28]							
Cancelled	CN							
Installed	CS	x	x		x	x		
On test, do not use	CT	x	x		x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							

Operational	AO	
Completed	CC	
Plain language	XX	

SECOND AND THIRD LETTERS — SIGNIFICATION

All landing area lighting facilities

CODE

LR

Scope: A

Traffic

Purpose

FOURTH AND FIFTH LETTERS — SIGNIFICATION**CODE**

I

V

N

B

O

M

~~Resumed normal operation~~~~AK~~~~Operative (or re-operative subject to previously published limitations/conditions)~~~~AL~~

Operational

AO

[EN29]

Unserviceable

AS

x

x

x

x

x

Completely withdrawn

AW

x

x

*

x

x

~~Completed~~~~CC~~

[EN30]

~~Cancelled~~~~CN~~

Installed

CS

x

x

*

x

x

Trigger

TT

x

x

x

x

Plain language

XX

Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.

Resumed normal operation

AK

Operative (or re-operative subject to previously published limitations/conditions)

AL

Operational

AO

NOTAMC qualifiers should be identical with the original NOTAM.

Completed

CC

Plain language

XX

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: A						
Stopway lights (specify runway)			LS		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M	
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO						[EN31]	
Unserviceable		AS	x			x	x		
Completely withdrawn		AW	x			x	x		
Completed		CC						[EN32]	
Cancelled		CN							
Installed		CS	x			x	x		
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Plain language		XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: A					
Threshold lights (specify runway)		LT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO						[EN33]	
Unserviceable	AS	x	x		x	x		
Completely withdrawn	AW	x	x		x	x		
Completed	CC						[EN34]	
Cancelled	CN							
Installed	CS	x	x		x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Helicopter approach path indicator	LU	Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x	x	*	x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN35]
Available on request	AR	x	x	x	x	x		
Unserviceable	AS	x	x	x	x	x		
Completely withdrawn	AW	x	x	*	x	x		
Completed	CC							[EN36]
Cancelled	CN							
Installed	CS	x	x		x	x		
On test, do not use	CT	x	x	x	x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Visual approach slope indicator system (specify type and runway)	LV	Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x	x		x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN37]
Available on request	AR	x	x		x	x		
Unserviceable	AS	x	x		x	x		
Completely withdrawn	AW	x	x		x	x		
Completed	CC							[EN38]
Cancelled	CN							
Installed	CS	x	x		x	x		
On test, do not use	CT	x	x		x	x		
Trigger	TT	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Plain language	XX	NOTAMC qualifiers should be identical with the original NOTAM.						
Resumed normal operation	AK							

Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Heliport lighting	LW	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN39]
Available on request	AR	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN40]
Cancelled	CN						
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Taxiway centre line lights (specify taxiway)	LX	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						[EN42]
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Taxiway edge lights (specify taxiway)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						EN43
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						EN44
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Runway touchdown zone lights (specify runway)		CODE LZ					
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN45]
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN46]
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Movement area		CODE MA					
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC [EN47]						
Cancelled	CN						
Work completed	HV						[EN48]
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x	
Aircraft restricted to runways and taxiways	LR	x	x	*	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be					

Operative (or re-operative subject to previously published limitations/conditions)	AL	identical with the original NOTAM.
Operational	AO	
Completed	CC	
Work completed	HV	
Plain language	XX	

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A					
Bearing strength (specify part of landing area or movement area)		MB		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							[EN49] [EN50]
Changed		CH		x	x		x	x	
Cancelled		CN							
Installed		CS		x	x		x	x	
Trigger		TT		x	x		x	x	
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK		NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Plain language		XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A					
Clearway (specify runway)		MC		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							[EN51]
Cancelled		CN							
Work completed		HV							[EN52]
Installed		CS		x					x
Work in progress		HW		x					x
Operating but caution advised due to . . . (specify)		LX		x					x
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK		NOTAMC qualifiers should be					

Operative (or re-operative subject to previously published limitations/conditions)	AL	identical with the original NOTAM.
Operational	AO	
Completed	CC	
Work completed	HV	
Plain language	XX	

SECOND AND THIRD LETTERS — SIGNIFICATION

Declared distances (specify runway)

CODE

MD

Scope: A

FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						EN53
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Taxiing guidance system		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN54]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN55]
Cancelled	CN						
Installed	CS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Runway arresting gear (specify runway)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN56]
Unserviceable	AS	x	x	✖	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						[EN57]
Cancelled	CN						
Installed	CS	x	x	✖	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Parking area		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN58]
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Cancelled	CN						
Work completed	HV						[EN59]
Installed	CS	x	x		x	x	
Work in progress	HW	x	x				x
Closed	LC	x	x		x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x		x	x	
Limited to . . . (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Daylight markings (specify threshold, centre line, etc.)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN60]
Completely withdrawn	AW		x				x
Completed	CC						[EN61]
Cancelled	CN						
Installed	CS		x				x
Work in progress	HW		x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						

Plain language	XX	
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CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A				
Apron		MN		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							[EN62]
Cancelled	CN							
Installed	CS	x	x		x	x		
Work completed	HV							[EN63]
Work in progress	HW	x	x		x	x		
Closed	LC	x	x	x	x	x		
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x		
Aircraft restricted to runways and taxiways	LR	x	x	x	x	x		
Limited to . . . (specify)	LT	x	x	x	x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Work completed	HV							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A				
Stepbar Stop bar (specify taxiway)		MO		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Available for daylight operation	AD	x	x		x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							[EN64]
Available for night operation	AN	x	x		x	x		
Operational	AO							[EN65]
Available on request	AR	x	x		x			
Completely withdrawn	AW	x	x		x	x		
Completed	CC							[EN66]
Cancelled	CN							
Realigned	CL	x	x		x	x		
Installed	CS	x	x		x	x		
Work completed	HV							[EN67]
Work in progress	HW	x	x		x	x		
Closed	LC	x	x		x			
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x		x			

Usable for length of . . . and width of . . . (specify)	LL	*	*		*		
Closed to all night operations	LN	*	*		*		
Limited to . . . (specify)	LT	*	*		*		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Aircraft stands (specify)		MP		Scope: A			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		Traffic		Purpose	
				I	V	N	B O M
Resumed normal operation		AK					
Operative (or re-operative subject to previously published limitations/conditions)		AL					
Operational		AO					[EN68]
Available, prior permission required		AP	x	x		x	x
Available on request		AR	x	x		x	x
Completely withdrawn		AW	x	x			x
Completed		CC					[EN69]
Cancelled		CN					
Installed		CS	x	x			x
Work completed		HV					[EN70]
Work in progress		HW	x	x			x
Closed		LC	x	x		x	x
Unserviceable for aircraft heavier than . . . (specify)		LH	x	x		x	x
Limited to . . . (specify)		LT	x	x			x
Trigger		TT	x	x		x	x
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.				
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.				
Operative (or re-operative subject to previously published limitations/conditions)		AL					
Operational		AO					
Completed		CC					
Work completed		HV					
Plain language		XX					

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Runway (specify runway)	MR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD	x	x	✖	x	x	
Hours of service are now . . . (specify)	AH	x	x	✖	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN71]
Military operations only	AM	x	x	x	x	x	
Available for night operation	AN	x	x	✖	x	x	
Operational	AO						[EN72]
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Completely withdrawn	AW	x	x	✖	x	x	
Completed	CC						[EN73]
Realigned	CL	x	x	x	x	x	
Displaced	CM	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	✖	x	x	
Work completed	HV						[EN74]
Work in progress	HW	x	x	✖	x	x	
Concentration of birds	HX	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Usable for length of . . . and width of . . . (specify)	LL	x	x	x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Stopway (specify runway)	MS	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN75]
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN76]
Cancelled	CN						
Installed	CS	x	x		x	x	
Work completed	HV						[EN77]
Work in progress	HW	x	x		x	x	
Closed	LC	x	x		x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Threshold (specify runway)	MT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						[EN78]
Displaced	CM	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						

Completed	CC	
Work completed	HV	
Plain language	XX	

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Runway turning bay (specify runway)		CODE		MU			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN79]
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN80]
Cancelled	CN						
Installed	CS	x	x		x	x	
Work completed	HV						[EN81]
Work in progress	HW	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Strip/shoulder (specify runway) Error! Bookmark not defined.		CODE		MW			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						[EN82]
Cancelled	CN						
Installed	CS	x	x				x
Work completed	HV						[EN83]
Work in progress	HW	x	x				x
Closed	LC	x	x				x
Limited to . . . (specify)	LT	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						

Completed	CC	
Work completed	HV	
Plain language	XX	

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Taxiway (specify)	CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD	x	x				x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN84]
Available for night operation	AN	x	x				x
Operational	AO						[EN85]
Available on request	AR	x	x				x
Completely withdrawn	AW	x	x		x	x	*
Completed	CC						[EN86]
Realigned	CL	x	x				x
Cancelled	CN						
Installed	CS	x	x		x	x	*
Work completed	HV						[EN87]
Work in progress	HW	x	x				x
Closed	LC	x	x		x	x	*
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x				x
Usable for length of . . . and width of . . . (specify)	LL	x	x				x
Closed to all night operations	LN	x	x				x
Limited to . . . (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A					
Rapid exit taxiway (specify) <i>Error! Bookmark not defined.</i>		MY		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Available for daylight operation		AD		x	x	✖	x	x	
Hours of service are now . . . (specify)		AH		x	x	✖	x	x	
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							[EN88]
Military operations only		AM		x	x	x	x	x	
Available for night operation		AN		x	x	✖	x	x	
Operational		AO							[EN89]
Available, prior permission required		AP		x	x	✖	x	x	
Available on request		AR		x	x	✖	x	x	
Completely withdrawn		AW		x	x	✖	x	x	
Completed		CC							[EN90]
Realigned		CL		x	x	x	x	x	
Displaced		CM		x	x	x	x	x	
Cancelled		CN							
Installed		CS		x	x	✖	x	x	
Work completed		HV							[EN91]
Work in progress		HW		x	x	✖	x	x	
Concentration of birds		HX		x	x	✖	x	x	
Reserved for aircraft based therein		LB		x	x	✖	x	x	
Closed		LC		x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)		LH		x	x	x	x	x	
Closed to IFR operations		LI		x		x	x	x	
Usable for length of . . . and width of . . . (specify)		LL		x	x	x	x	x	
Closed to all night operations		LN		x	x	x	x	x	
Limited to . . . (specify)		LT		x	x	✖	x	x	
Closed to VFR operations		LV			x	✖	x	x	
Trigger		TT		x	x		x	x	
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK		NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Work completed		HV							
Plain language		XX							

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Aerodrome	CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD	x	x	x	x	x	
Hours of service are now . . . (specify)	AH	x	x	*	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN92]
Military operations only	AM	x	x	x	x	x	
Available for night operation	AN	x	x	x	x	x	
Operational	AO						[EN93]
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Completely withdrawn	AW	x	x	*	x	x	
Completed	CC						[EN94]
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x	*	x	x	
Grass cutting	HG	x	x				x
Work completed	HV						[EN95]
Work in progress	HW	x	x	*	x	x	
Concentration of birds	HX	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Aircraft restricted to runways and taxiways	LR	x	x		x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Friction measuring device (specify type)		FB		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN96]
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						[EN97]
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Ceiling measurement equipment		FC		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN98]
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						[EN99]
Cancelled	CN						
Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Docking system (specify AGNIS, BOLDS, etc.)		FD		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN10]
Available, prior permission required	AP	x					x
Available on request	AR	x					x
Unserviceable	AS	x					x
Completely withdrawn	AW	x					x
Completed	CC						[EN10]
Cancelled	CN						
Installed	CS	x					x
Limited to . . . (specify)	LT	x					x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Oxygen (specify type)		FE		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	✖	✖	✖	✖
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x	✖	✖	✖	✖
Available on request	AR	x	x	✖	✖	✖	✖
Not available (specify reason if appropriate)	AU	x	x	✖	✖	✖	✖
Completely withdrawn	AW	x	x	✖	✖	✖	✖
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	✖	✖	✖	✖
Reserved for aircraft based therein	LB	x	x	✖	✖	✖	✖
Limited to . . . (specify)	LT	x	x	✖	✖	✖	✖
Trigger	TT	✖	✖		✖	✖	✖
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be					

Operative (or re-operative subject to previously published limitations/conditions)	AL	identical with the original NOTAM.
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Firefighting and rescue		CODE		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O
Hours of service are now . . . (specify)	FF	AH	x	x	✖	x	x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN10]
Available on request	AR	x	x	x	x	x	
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	✖	x	x	
Completed	CG						[EN10]
Downgraded to . . . (specify)	CG	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	✖	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Ground movement control		CODE		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O
Available for daylight operation	FG	AD	x	x			x
Hours of service are now . . . (specify)		AH	x	x			x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN10]
Available for night operation	AN	x	x				x
Operational	AO						[EN10]
Available on request	AR	x	x				x
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CG						[EN10]
Identification or radio call sign changed to . . . (specify)	CI	x	x				x
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used					

		combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Helicopter alighting area/platform		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN10]
Military operations only	AM	x	x	x	x	x	
Available for night operation	AN	x	x		x	x	
Operational	AO						[EN10]
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN10]
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Work completed	HV						[EN11]
Work in progress	HW	x	x		x	x	
Concentration of birds	HX	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A				
Aircraft de-icing (specify)		FI		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x	x	✖	x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO						[EN11]	
Available, prior permission required	AP	x	x	✖	x	x		
Available on request	AR	x	x	✖	x	x		
Not available (specify reason if appropriate)	AU	x	x	x	x	x		
Completely withdrawn	AW	x	x	✖	x	x		
Completed	CC						[EN11]	
Cancelled	CN							
Installed	CS	x	x	✖	x	x		
Reserved for aircraft based therein	LB	x	x	x	x	x		
Limited to . . . (specify)	LT	x	x	x	x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A				
Oils (specify type)		FJ		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x	x	✖	✖	✖	✖	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Available, prior permission required	AP	x	x	✖	✖	✖	✖	
Available on request	AR	x	x	✖	✖	✖	✖	
Not available (specify reason if appropriate)	AU	x	x	✖	✖	✖	✖	
Completely withdrawn	AW	x	x	✖	✖	✖	✖	
Completed	CC							
Cancelled	CN							
Installed	CS	x	x	✖	✖	✖	✖	
Reserved for aircraft based therein	LB	x	x	✖	✖	✖	✖	
Limited to . . . (specify)	LT	x	x	✖	✖	✖	✖	
Trigger	TT	✖	✖		✖	✖		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM						

		content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A					
Landing direction indicator		FL		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							[EN11]
Unserviceable		AS			x				x
Completely withdrawn		AW			x				x
Completed		CC							[EN11]
Displaced		CM			x				x
Cancelled		CN							
Installed		CS			x				x
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK		NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Plain language		XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A					
Meteorological service (specify type)		FM		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Hours of service are now . . . (specify)		AH		x	x		x	x	
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							[EN11]
Available on request		AR		x	x		x	x	
Not available (specify reason if appropriate)		AU		x	x		x	x	
Completed		CC							[EN11]
Cancelled		CN							
Installed		CS		x	x		x	x	
Closed		LC		x	x		x	x	
Limited to . . . (specify)		LT		x	x		x	x	
Trigger		TT		x	x		x	x	
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK		NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Plain language		XX							

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: A					
Fog dispersal system		FO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN11]
Available on request	AR	x						x
Unserviceable	AS	x						x
Completely withdrawn	AW	x						x
Completed	CC							[EN11]
Cancelled	CN							
Installed	CS	x						x
Trigger	TT	x				x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Heliport	FP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN11]
Military operations only	AM	x	x		x	x	
Available for night operation	AN	x	x		x	x	
Operational	AO						[EN12]
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN12]
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Work completed	HW						[EN12]
Work in progress	HW	x	x		x	x	
Concentration of birds	HX	x	x		x	x	
Reserved for aircraft based therein	LB	x	x		x	x	
Closed	LC	x	x		x	x	
Closed to IFR operations	LI	x			x	x	

Closed to all night operations	LN	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Closed to VFR operations	LV		x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Work completed	HV						
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Snow removal equipment		FS		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN12]
Available on request	AR	x	x				x
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						[EN12]
Cancelled	CN						
Installed	CS	x	x				x
Trigger	TT	*	*		*	*	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Transmissometer (specify runway and, where applicable, designator(s) or transmissometer(s))		FT		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN12]
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN12]
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A					
Fuel availability		FU		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Hours of service are now . . . (specify)		AH		x	x	✖	x	x	
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							[EN12]
Available, prior permission required		AP		x	x	x	x	x	
Available on request		AR		x	x	x	x	x	
Not available (specify reason if appropriate)		AU		x	x	x	x	x	
Completely withdrawn		AW		x	x	✖	x	x	
Completed		CC							[EN12]
Cancelled		CN							
Installed		CS		x	x	✖	x	x	
Reserved for aircraft based therein		LB		x	x	x	x	x	
Limited to . . . (specify)		LT		x	x	x	x	x	
Trigger		TT		x	x		x	x	
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK		NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Plain language		XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: A					
Wind direction indicator		FW	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO [EN129]						
Unserviceable		AS		x				x
Completely withdrawn		AW		x				x
Completed		CC						[EN13]
Displaced		CM		x				x
Cancelled		CN						
Installed		CS		x				x
Trigger		TT	x	x		x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL						

Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Customs/immigration		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	✖	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN13]
Available, prior permission required	AP	x	x	✖	x	x	
Available on request	AR	x	x	✖	x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	✖	x	x	
Completed	CC						[EN13]
Cancelled	CN						
Installed	CS	x	x	✖	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
Air/ground facility (specify service and frequency)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	✖	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN13]
Unserviceable	AS	x	x		x	✖	
Completely withdrawn	AW	x	x		x	✖	
Completed	CC						[EN13]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	✖	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	✖	
Temporarily replaced by . . . (specify)	CR	x	x		x	✖	
Installed	CS	x	x		x	✖	
Cancelled	CN						
Interference from . . . (specify)	LF	x	x		x	✖	
Subject to interruption	LS	x	x		x	✖	

Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
Automatic dependent surveillance — broadcast (details)		CB	Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN13]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						[EN13]
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
Automatic dependent surveillance — contract (details)		CC	Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	

Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN13]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN13]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Controller pilot data link communications (specify application)		CD	Scope: AE				
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	Traffic		Purpose		
			I	V	N	B	O
Hours of service are now . . . (specify)	AH		x	x		x	x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN13]
Unserviceable	AS		x	x		x	x
Completely withdrawn	AW		x	x		x	x
Completed	CC						[EN14]
Operating frequency(ies) changed to . . . (specify)	CF		x	x		x	x
Identification or radio call sign changed to . . . (specify)	CI		x	x		x	x
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR		x	x		x	x
Installed	CS		x	x		x	x
Interference from . . . (specify)	LF		x	x		x	x
Subject to interruption	LS		x	x		x	x
Limited to . . . (specify)	LT		x	x		x	x
Trigger	TT		x	x		x	x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
En-route surveillance radar		CE	Scope: E				
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	Traffic		Purpose		
			I	V	N	B	O
Hours of service are now . . . (specify)	AH		x			x	x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN14]
Unserviceable	AS		x			x	x
Completely withdrawn	AW		x			x	x
Completed	CC						[EN14]
Operating frequency(ies) changed to . . . (specify)	CF		x			x	x
Identification or radio call sign changed to . . . (specify)	CI		x			x	x
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR		x			x	x
Installed	CS		x			x	x
On test, do not use	CT		x			x	x

Interference from . . . (specify)	LF	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Ground controlled approach system (GCA)		CG		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN14]
Available, prior permission required	AP	x			x	x	
Available on request	AR	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN14]
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: E			
Selective calling system (SELCAL)		CL		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN14]
Unserviceable	AS	x					x
Completely withdrawn	AW	x					x
Completed	CC						[EN14]
Operating frequency(ies) changed to . . . (specify)	CF	x					x
Identification or radio call sign changed to . . . (specify)	CI	x					x
Cancelled	CN						
Installed	CS	x					x
On test, do not use	CT	x					x
Limited to . . . (specify)	LT	x					x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM					

		content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Surface movement radar		CODE	Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN14]
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						[EN14]
Cancelled	CN						
Installed	CS	x	x				x
On test, do not use	CT	x	x				x
Limited to . . . (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Precision approach radar (PAR) (specify runway)		CODE	Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN14]
Available, prior permission required	AP	x			x	x	
Available on request	AR	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN15]
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Cancelled	CN						
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used					

		combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)**SECOND AND THIRD LETTERS — SIGNIFICATION**

Surveillance radar element of precision approach radar system (specify wavelength)

CODE

CR

Scope: A

Traffic

Purpose

FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN15]
Available, prior permission required	AP	x			x	x	
Available on request	AR	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN15]
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Cancelled	CN						
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION

Secondary surveillance radar (SSR)

CODE

CS

Scope: AE

Traffic

Purpose

FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN15]
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN15]
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	

Subject to interruption	LS	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE				
Terminal area surveillance radar (TAR)		CT		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x			x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN15]
Unserviceable	AS	x			x	x		
Completely withdrawn	AW	x			x	x		
Completed	CC							[EN15]
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x		
Identification or radio call sign changed to . . . (specify)	CI	x			x	x		
Cancelled	CN							
Installed	CS	x			x	x		
On test, do not use	CT	x			x	x		
Subject to interruption	LS	x			x	x		
Limited to . . . (specify)	LT	x			x	x		
Trigger	TT	x			x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A				
Instrument landing system (ILS) (specify runway)		IC		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Operating but ground checked only, awaiting flight check	AG	x			x	x		
Hours of service are now . . . (specify)	AH	x		*	x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN15]
Unserviceable	AS	x		x	x	x		
Completely withdrawn	AW	x		*	x	x		
Completed	CC							[EN15]
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x		
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x		
Cancelled	CN							
Installed	CS	x		*	x	x		
On test, do not use	CT	x		x	x	x		

Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
DME associated with ILS	ID	Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Operating but ground checked only, awaiting flight check	AG	x		✖	x	x		
Hours of service are now . . . (specify)	AH	x		✖	x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN15]
Unserviceable	AS	x		x	x	x		
Completely withdrawn	AW	x		✖	x	x		
Completed	CC							[EN16]
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x		
Changed	CH	x		x	x	x		
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x		
Cancelled	CN							
Installed	CS	x		✖	x	x		
On test, do not use	CT	x		x	x	x		
Operating without identification	LG	x		x	x	x		
Subject to interruption	LS	x		x	x	x		
Limited to . . . (specify)	LT	x		x	x	x		
Trigger	TT	x			x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A	
Glide path (ILS) (specify runway)	IG	Traffic	Purpose

FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		✱	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN16]
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		✱	x	x	
Completed	CC						[EN16]
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		✱	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Inner marker (ILS) (specify runway)		Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Operating but ground checked only, awaiting flight check	AG	x			x	x		
Hours of service are now . . . (specify)	AH	x			x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN16]
Unserviceable	AS	x			x	x		
Completely withdrawn	AW	x			x	x		
Completed	CC							[EN16]
Displaced	CM	x			x	x		
Cancelled	CN							
Installed	CS	x			x	x		
On test, do not use	CT	x			x	x		
Trigger	TT	x			x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Localizer (ILS) (specify runway)		Traffic		Purpose				
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Operating but ground checked only, awaiting flight check	AG	x			x	x		
Hours of service are now . . . (specify)	AH	x		*	x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN16]
Unserviceable	AS	x		x	x	x		
Completely withdrawn	AW	x		*	x	x		
Completed	CC							[EN16]
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x		
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x		
Cancelled	CN							
Installed	CS	x		*	x	x		
On test, do not use	CT	x		x	x	x		
Operating without identification	LG	x		x	x	x		
Subject to interruption	LS	x		x	x	x		
Trigger	TT	x			x	x		

Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Middle marker (ILS) (specify runway)		IM		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN16]
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN16]
Displaced	CM	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Localizer (not associated with ILS)		IN		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		*	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN16]
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		*	x	x	
Completed	CC						[EN17]
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		*	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM					

		content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Outer marker (ILS) (specify runway)		CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Operating but ground checked only, awaiting flight check	AG	x			x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN17]
Unserviceable	AS	x			x	x		
Completely withdrawn	AW	x			x	x		
Completed	CC							[EN17]
Displaced	CM	x			x	x		
Cancelled	CN							
Installed	CS	x			x	x		
On test, do not use	CT	x			x	x		
Trigger	TT	x			x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
ILS category I (specify runway)		CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Operating but ground checked only, awaiting flight check	AG	x			x	x		
Hours of service are now . . . (specify)	AH	x		*	x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN17]
Unserviceable	AS	x		x	x	x		
Completely withdrawn	AW	x		*	x	x		
Completed	CC							[EN17]
Cancelled	CN							
Installed	CS	x		*	x	x		
On test, do not use	CT	x		x	x	x		
Trigger	TT	x			x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be						

Operative (or re-operative subject to previously published limitations/conditions)	AL	identical with the original NOTAM.
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
ILS category II (specify runway)		IT		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		*	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN17]
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		*	x	x	
Completed	CG						[EN17]
Downgraded to . . . (specify)	CG	x		x	x	x	
Cancelled	CN						
Installed	CS	x		*	x	x	
On test, do not use	CT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
ILS category III (specify runway)		IU		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		*	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN17]
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		*	x	x	
Completed	CG						[EN17]
Downgraded to . . . (specify)	CG	x		x	x	x	
Cancelled	CN						
Installed	CS	x		*	x	x	
On test, do not use	CT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					

Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Microwave landing system (MLS) (specify runway)		IW		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		✱	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN17]
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		✱	x	x	
Completed	CG						[EN18]
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Downgraded to . . . (specify)	CG	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		✱	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Locator, outer (ILS) (specify runway)		IX		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN18]
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CG						[EN18]
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Displaced	CM	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	

On test, do not use	CT	x			x	x	
Operating without identification	LG	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Locator, middle (ILS) (specify runway)		IY		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN18]
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN18]
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Displaced	CM	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Operating without identification	LG	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — GNSS SERVICES (G)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
GNSS airfield-specific operations (specify operation)		GA		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN18]
Not available (specify reason if appropriate)	AU	x		x	x	x	
Completely withdrawn	AW	x		✖	x	x	
Installed	CS	x			x	x	
Completed	CC						[EN18]
Cancelled	CN						
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM					

		content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: CNS — GNSS SERVICES (G)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
GNSS area-wide operations (specify operation)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN18]
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	*	x	x	
Installed	CS	x	x		x	x	
Completed	CC						[EN18]
Cancelled	GN						
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
All radio navigation facilities (except . . .)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN18]
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	*	x	x	
Completed	CC						[EN19]
Cancelled	GN						
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE			
Non-directional radio beacon		NB		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN19]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN19]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO	NOTAMC qualifiers should be identical with the original NOTAM.					
Completed	CC						
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE			
Distance measuring equipment (DME)		ND		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN19]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN19]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Changed	CH	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE			
Fan marker		NF		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x				x
Hours of service are now . . . (specify)	AH	x	x				x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN19]
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						[EN19]
Displaced	CM	x	x				x
Cancelled	CN						

Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Locator (specify identification)		NL		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN19]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN19]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE			
VOR/DME		NM		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN19]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN20]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: E			
TACAN		NN		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN20]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CG						[EN20]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: E			
OMEGA		NO		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	*			*	*	
Completely withdrawn	AW	*			*	*	
Completed	CG						
Operating frequency(ies) changed to . . . (specify)	CF	*			*	*	
Identification or radio call sign changed to . . . (specify)	CI	*			*	*	
Displaced	CM	*			*	*	
Cancelled	CN						

Installed	CS	*			*	*	
On test, do not use	CT	*			*	*	
Interference from . . . (specify)	LF	*			*	*	
Subject to interruption	LS	*			*	*	
Trigger	TT	*			*	*	
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
VORTAC	CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE			
VOR		NV		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN20]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN20]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE			
Direction finding station (specify type and frequency)		NX		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH		x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN20]
Unserviceable	AS		x		x	x	
Completely withdrawn	AW		x		x	x	
Completed	CC						[EN20]
Operating frequency(ies) changed to . . . (specify)	CF		x		x	x	
Identification or radio call sign changed to . . . (specify)	CI		x		x	x	
Cancelled	CN						

Installed	CS		x		x	x	
On test, do not use	CT		x		x	x	
Limited to . . . (specify)	LT		x		x	x	
Trigger	TT		x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Minimum altitude (specify en-route/crossing/safe)		AA		Scope: AE			
				Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						[EN2]
Changed	CH	x	x		x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Control zone (CTR)		AC		Scope: AE			
				Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	*	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN21]
Military operations only	AM	x	x	x	x	x	
Operational	AO						[EN21]
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						[EN21]
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	*	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be					

Operative (or re-operative subject to previously published limitations/conditions)	AL	identical with the original NOTAM.
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Air defence identification zone (ADIZ)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN21]
Military operations only	AM	x	x	x	x	x	
Operational	AO						[EN21]
Completely withdrawn	AW	x	x	✖	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						[EN21]
Deactivated	CD	x	x	✖	x	x	
Changed	CH	x	x	x	x	x	
Realigned	CL	x	x	x	x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x	x	x	x	x	
Prohibited to . . . (specify)	LP	x		x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Control area (CTA)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL [EN216]						
Military operations only	AM	x	x	x	x	x	
Operational	AO						[EN21]
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						[EN21]
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x	✖	x	x	
Realigned	CL	x	x	x	x	x	
Installed	CS	x	x		x	x	

Cancelled	CN						
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Flight information region (FIR)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN21]
Military operations only	AM	x	x	x	x	x	
Operational	AO						[EN22]
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						[EN22]
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x	*	x	x	
Realigned	CL	x	x	*	x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						
Concentration of birds	HX	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Upper control area (UTA)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN22]
Military operations only	AM	x		x	x	x	
Operational	AO						[EN22]
Completely withdrawn	AW	x		*	x	x	
Activated	CA	x		x	x	x	
Completed	CC						[EN22]
Deactivated	CD	x		x	x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x					x

Realigned	CL	x		x	x	x	
Installed	CS	x			x	x	
Cancelled	CN						
Closed	LC	x		x	x	x	
Prohibited to . . . (specify)	LP	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Minimum usable flight level		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						[EN22]
Changed	CH	x	x		x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Area navigation route		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN22]
Military operations only	AM	x		x	x	x	
Operational	AO						[EN22]
Available, prior permission required	AP	x		*	x	x	
Available on request	AR	x		*	x	x	
Completely withdrawn	AW	x		x	x	x	
Activated	CA	x		*	x	x	
Completed	CC						[EN22]
Deactivated	CD	x		x	x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		*	x	x	
Realigned	CL	x		x	x	x	
Cancelled	CN						
Installed	CS	x		*	x	x	
Closed	LC	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					

Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Oceanic control area (OCA)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN22]
Military operations only	AM	x	x	x	x	x	
Operational	AO						[EN23]
Completely withdrawn	AW	x	x	✖	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						[EN23]
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		✖	✖	✖
Realigned	CL	x	x	x	x	x	
Installed	CS	✖	✖		✖	✖	
Cancelled	CN						
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Reporting point (specify name or coded designator)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN23]
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN23]
Changed	CH	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	

Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
ATS route (specify)	CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN23]
Military operations only	AM	x	x	x	x	x	
Operational	AO						[EN23]
Completely withdrawn	AW	x	x	✖	x	x	
Activated	CA	x	x		x	x	
Completed	CC						[EN23]
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Realigned	CL	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x	x	x	x	
Installed	CS	x	x	✖	x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: AE					
Terminal control area (TMA)		AT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						[EN23]
Military operations only		AM	x	x	x	x	x	
Operational		AO						[EN23]
Completely withdrawn		AW	x	x	✖	x	x	
Activated		CA	x	x	x	x	x	
Completed		CC						[EN23]
Deactivated		CD	x	x	x	x	x	
Changed		CH	x	x	x	x	x	
Realigned		CL	x	x	x	x	x	
Identification or radio call sign changed to . . . (specify)		CI	x	x		x	x	
Installed		CS	x	x		x	x	
Cancelled		CN						
Closed		LC	x	x	x	x	x	
Closed to IFR operations		LI	x		x	x	x	
Prohibited to . . . (specify)		LP	x	x	x	x	x	
Limited to . . . (specify)		LT	x	x	x	x	x	
Closed to VFR operations		LV		x	x	x	x	
Trigger		TT	x	x		x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: E					
Upper flight information region (UIR)		AU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						[EN24]
Military operations only		AM	x		x	x	x	
Operational		AO						[EN24]
Completely withdrawn		AW	x		✖	x	x	
Completed		CC						[EN24]
Changed		CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)		CI	x					x
Realigned		CL	x		x	x	x	
Installed		CS	x			x	x	

Cancelled	CN						
Closed	LC	x		x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: E					
Upper advisory area (UDA)		AV	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							[EN24]
Military operations only	AM	x				x	x	
Operational	AO							[EN24]
Completely withdrawn	AW	x				x	x	
Activated	CA	x				x	x	
Completed	CC							[EN24]
Deactivated	CD	x				x	x	
Changed	CH	x				x	x	
Identification or radio call sign changed to . . . (specify)	CI	x						x
Realigned	CL	x				x	x	
Installed	CS	x				x	x	
Cancelled	CN							
Closed	LC	x				x	x	
Prohibited to . . . (specify)	LP	x				x	x	
Trigger	TT	x				x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE					
Significant point		AX		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Resumed normal operation	AK								
Operative (or re-operative subject to previously published limitations/conditions)	AL								
Operational	AO								[EN24]
Completely withdrawn	AW	x	x				x	x	
Completed	CC								[EN24]
Changed	CH	x	x				x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x				x	x	
Displaced	CM	x	x				x	x	
Cancelled	CN								
Temporarily replaced by . . . (specify)	CR	x	x				x	x	
Installed	CS	x	x				x	x	
Trigger	TT	x	x				x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM							

		content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
Aerodrome traffic zone (ATZ)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	✖	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN24]
Military operations only	AM	x	x	x	x	x	
Operational	AO						[EN24]
Completely withdrawn	AW	x	x	✖	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						[EN25]
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	✖	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Automatic terminal information service (ATIS)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN25]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN25]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	

Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
ATS reporting office		SB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x	x		x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN25]
Completely withdrawn	AW	x	x		x	x		
Completed	CC							[EN25]
Cancelled	CN							
Installed	CS	x	x		x	x		
Closed	LC	x	x		x	x		
Limited to . . . (specify)	LT	x	x		x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E						
Area control centre (ACC)		SC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x	x		x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							[EN25]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x		
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x		
Cancelled	CN							
Installed	CS	x	x		x	x		
Closed	LC	x	x	x	x	x		
Limited to . . . (specify)	LT	x	x	x	x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be						

Operative (or re-operative subject to previously published limitations/conditions)	AL	identical with the original NOTAM.
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Flight information service (FIS)		SE		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN25]
Available on request	AR	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Not available (specify reason if appropriate)	AU	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Completely withdrawn	AW	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Completed	CC						[EN25]
Operating frequency(ies) changed to . . . (specify)	CF	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Identification or radio call sign changed to . . . (specify)	CI	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Cancelled	CN						
Closed	LC	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Installed	CS	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Limited to . . . (specify)	LT	<input checked="" type="checkbox"/>	x		x	<input checked="" type="checkbox"/>	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Aerodrome flight information service (AFIS)		SF		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	<input checked="" type="checkbox"/>	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN25]
Available on request	AR	x	x		x	<input checked="" type="checkbox"/>	
Not available (specify reason if appropriate)	AU	x	x		x	<input checked="" type="checkbox"/>	
Completely withdrawn	AW	x	x		x	<input checked="" type="checkbox"/>	
Completed	CC						[EN25]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	<input checked="" type="checkbox"/>	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	<input checked="" type="checkbox"/>	
Cancelled	CN						
Closed	LC	x	x		x	<input checked="" type="checkbox"/>	
Installed	CS	x	x		x	<input checked="" type="checkbox"/>	
Limited to . . . (specify)	LT	x	x		x	<input checked="" type="checkbox"/>	
Trigger	TT	x	x		x	<input checked="" type="checkbox"/>	

Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: AE			
Flow control centre		SL		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						EN26
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: E			
Oceanic area control centre (OAC)		SO		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						EN26
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Cancelled	CN						
Installed	CS	x		*	x	x	
Closed	LC	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						

Plain language	XX	
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CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
Approach control service (APP)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						EN26
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Flight service station (FSS)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH		x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						EN26
Available on request	AR		x		x	x	
Completely withdrawn	AW		x		x	x	
Completed	CC						EN26
Operating frequency(ies) changed to . . . (specify)	CF		x		x	x	
Identification or radio call sign changed to . . . (specify)	CI		x		x	x	
Cancelled	CN						
Installed	CS		x		x	x	
Closed	LC		x		x	x	
Limited to . . . (specify)	LT		x		x	x	
Trigger	TT		x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					

Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Aerodrome control tower (TWR)		ST					
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						EN26
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Upper area control centre (UACC)		SU					
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						EN26
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
Closed	LC	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						

Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
VOLMET broadcast		SV		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN26]
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN26]
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Upper advisory service (specify)		SY		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN26]
Not available (specify reason if appropriate)	AU	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						[EN27]
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					

Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Standard instrument arrival (STAR) (specify route designator)		PA		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN27]
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Operational	AO						[EN27]
Available on request	AR	x		*	x	x	
Not available (specify reason if appropriate)	AU	x		x	x	x	
Completely withdrawn	AW	x		*	x	x	
Completed	CC						[EN27]
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		*	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x		x	x	x	
Installed	CS	x		*	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A			
Standard VFR arrival		PB		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD		x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN27]
Military operations only	AM		x	x	x	x	
Available for night operation	AN		x	x	x	x	
Operational	AO						[EN27]
Available on request	AR		x	x	x	x	
Completely withdrawn	AW		x	*	x	x	
Completed	CC						[EN27]
Changed	CH		x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI		x	*	x	x	
Cancelled	CN						

Temporarily replaced by . . . (specify)	CR		x	x	x	x	
Installed	CS		x	✖	x	x	
Limited to . . . (specify)	LT		x	x	x	x	
Trigger	TT		x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
Contingency procedures		PC		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN27]
Military operations only	AM	x	x	x	x	x	
Operational	AO						[EN27]
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	*	x	x	
Completed	CC						[EN27]
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x	x	x	x	
Installed	CS	x	x		x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Standard instrument departure (SID) (specify route designator)		PD		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN28]
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Operational	AO						[EN28]
Available on request	AR	x		*	x	x	
Completely withdrawn	AW	x		*	x	x	
Not available (specify reason if appropriate)	AU	x		x	x	x	
Completed	CC						[EN28]
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		*	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x		x	x	x	
Installed	CS	x		*	x	x	
Limited to . . . (specify)	LT	x		x	x	x	

Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: A					
Standard VFR departure		PE		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Available for daylight operation		AD			x	x	x	x	
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							[EN28]
Military operations only		AM			x	x	x	x	
Available for night operation		AN			x	x	x	x	
Operational		AO							[EN28]
Available on request		AR			x	✖	x	x	
Completely withdrawn		AW			x	✖	x	x	
Not available (specify reason if appropriate)		AU			x	x	x	x	
Completed		CC							[EN28]
Changed		CH			x	x	x	x	
Identification or radio call sign changed to . . . (specify)		CI			x	✖	x	x	
Cancelled		CN							
Temporarily replaced by . . . (specify)		CR			x	x	x	x	
Installed		CS			x	✖	x	x	
Limited to . . . (specify)		LT			x	x	x	x	
Trigger		TT			x		x	x	
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK		NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Plain language		XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: AE					
Flow control procedure		PF	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						[EN28]
Activated		CA	x	x	x	x	x	
Completed		CC						[EN28]
Deactivated		CD	x	x	x	x	x	
Changed		CH	x	x	x	x	x	
Installed		CS	x	x	x	x	x	
Cancelled		CN						
Trigger		TT	x	x		x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used					

		combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
Holding procedure	PH	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN28]
Completely withdrawn	AW	x	x		x	x	
Completed	CC						[EN28]
Changed	CH	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Instrument approach procedure (specify type and runway)	PI	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						[EN29]
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Operational	AO						[EN29]
Available on request	AR	x		*	x	x	
Not available (specify reason if appropriate)	AU	x		x	x	x	
Completely withdrawn	AW	x		*	x	x	
Completed	CC						[EN29]
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		*	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x		x	x	x	
Installed	CS	x		*	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries					

		with due regard to the NOTAM content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
VFR approach procedure		CODE	Traffic		Purpose			
		PK	I	V	N	B	O	M
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE							
Available for daylight operation	AD			x	x	x	x	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							[EN29]
Military operations only	AM			x	x	x	x	
Available for night operation	AN			x	x	x	x	
Operational	AO							[EN29]
Available on request	AR			x	✖	x	x	
Completely withdrawn	AW			x	✖	x	x	
Not available (specify reason if appropriate)	AU			x	x	x	x	
Completed	CC							[EN29]
Changed	CH			x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI			x	✖	x	x	
Cancelled	CN							
Temporarily replaced by . . . (specify)	CR			x	x	x	x	
Installed	CS			x	x	x	x	
Limited to . . . (specify)	LT			x	✖	x	x	
Trigger	TT			x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE						
Flight plan processing, filing and related contingency		CODE	Traffic		Purpose			
		PL	I	V	N	B	O	M
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE							
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN29]
Activated	CA	x	x					x
Completed	CC							[EN29]
Deactivated	CD	x	x					x
Changed	CH	x	x					x
Cancelled	CN							
Installed	CS	x	x					x
Limited to . . . (specify)	LT	x	x					x

Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Aerodrome operating minima (specify procedure and amended minimum)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						[EN29]
Changed	CH	x	x	x	x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Noise operating restrictions		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN29]
Activated	CA	x	x	x	x	x	
Completed	CC						[EN30]
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						[EN30]
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A					
Obstacle clearance altitude and height (specify procedure)		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						[EN30]
Changed	CH	x		x	x	x	
Installed	CS	x			x	x	
Cancelled	CN						
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: AE					
Radio failure procedure			Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						[EN30]
Changed		CH	x	x		x	x	
Installed		CS	x	x		x	x	
Cancelled		CN						
Trigger		TT	x	x		x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: A					
Transition altitude or transition level (specify)		PT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						EN30
Changed		CH	x	x		x	x	
Installed		CS	x	x		x	x	
Cancelled		CN						
Trigger		TT	x	x		x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A	
Missed approach procedure (specify runway)		PU	
		Traffic	Purpose

FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						EN30
Changed	CH	x			x	x	
Installed	CS	x			x	x	
Cancelled	CN						
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: AE					
Minimum holding altitude (specify fix)			PX	Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						[EN30]
Changed		CH	x	x	x	x	x	
Installed		CS	x	x		x	x	
Cancelled		CN						
Trigger		TT	x	x		x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: E					
ADIZ procedure		PZ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						EN30
Changed		CH	x	x	x	x	x	
Installed		CS	x	x		x	x	
Cancelled		CN						
Trigger		TT	x	x		x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						
Completed		CC						
Plain language		XX						

CATEGORY: NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W
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Airspace reservation (specify)	RA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN30]
Activated	CA	x	x	x	x	x	
Completed	CC						[EN30]
Deactivated	CD	x	x	*	x	x	
Changed	CH	x	x	x	x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						[EN31]
Will take place . . . (specify)	LW	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: W			
Danger area (specify national prefix and number)		RD		Traffic		Purpose	
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN31]
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x		x	x	
Completed	CC						[EN31]
Deactivated	CD	x	x		x	x	
Changed	CH	x	x		x	x	
Realigned	CL	x	x		x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						
Prohibited to . . . (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: W					
Military operating area		RM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Resumed normal operation		AK						
Operative (or re-operative subject to previously published limitations/conditions)		AL						
Operational		AO						[EN31]
Available, prior permission required		AP	x	x		x	x	
Available on request		AR	x	x		x	x	
Completely withdrawn		AW	x	x		x	x	
Activated		CA	x	x		x	x	
Completed		CC						[EN31]
Deactivated		CD	x	x		x	x	
Changed		CH	x	x		x	x	
Realigned		CL	x	x		x	x	
Installed		CS	x	x		x	x	
Cancelled		CN						
Prohibited to . . . (specify)		LP	x	x		x	x	
Trigger		TT	x	x		x	x	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM					

		content and, the most common used combination of qualifiers.
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.
Operative (or re-operative subject to previously published limitations/conditions)	AL	
Operational	AO	
Completed	CC	
Plain language	XX	

CATEGORY: NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Overflying of . . . (specify)		RO		Scope: W			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		Traffic		Purpose	
				I	V	N	B O M
Resumed normal operation	AK						[EN31]
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						[EN31]
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x			x	x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Prohibited area (specify national prefix and number)		RP		Scope: W			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		Traffic		Purpose	
				I	V	N	B O M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN31]
Completely withdrawn	AW	x	x	✖	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						[EN31]
Deactivated	CD	x	x	✖	x	x	
Changed	CH	x	x	x	x	x	
Realigned	CL	x	x	x	x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x			x	x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: W					
Restricted area (specify national prefix and number)		RR		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Resumed normal operation		AK							
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							[EN31]
Available, prior permission required		AP		x	x		x	x	
Available on request		AR		x	x		x	x	
Completely withdrawn		AW		x	x		x	x	
Activated		CA		x	x		x	x	
Completed		CC							[EN32]
Deactivated		CD		x	x		x	x	
Changed		CH		x	x		x	x	
Realigned		CL		x	x		x	x	
Installed		CS		x	x		x	x	
Cancelled		CN							
Prohibited to . . . (specify)		LP		x	x		x	x	
Trigger		TT		x	x		x	x	
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation		AK		NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)		AL							
Operational		AO							
Completed		CC							
Plain language		XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: W					
Temporary restricted area (specify area)		RT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO						[EN32]	
Available, prior permission required	AP	x	x		x	x		
Available on request	AR	x	x		x	x		
Completely withdrawn	AW	x	x		x	x		
Activated	CA	x	x		x	x		
Completed	CC						[EN32]	
Deactivated	CD	x	x		x	x		
Changed	CH	x	x		x	x		
Realigned	CL	x	x		x	x		
Installed	CS	x	x		x	x		
Cancelled	CN							
Prohibited to . . . (specify)	LP	x	x		x	x		

Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Air display		WA					
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE					
Completed		CC					
Cancelled		CN					EN32
Will take place . . . (specify)		LW	x	x			x
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.				
Completed		CC					
Cancelled		CN	NOTAMC qualifiers should be identical with the original NOTAM.				
Plain language		XX					

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Aerobatics		WB					
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE					
Completed		CC					
Cancelled		CN					EN32
Will take place . . . (specify)		LW	x	x			x
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.				
Completed		CC					
Cancelled		CN	NOTAMC qualifiers should be identical with the original NOTAM.				
Plain language		XX					

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Captive balloon or kite		WC					
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE					
Completed		CC					
Cancelled		CN					EN32
Will take place . . . (specify)		LW	x	x			x
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.				
Completed		CC					
Cancelled		CN	NOTAMC qualifiers should be identical with the original NOTAM.				
Plain language		XX					

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE					
Demolition of explosives		WD					

FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Completed	GG						
Cancelled	CN						[EN32]
Will take place . . . (specify)	LW	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled	CN						
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: W						
Exercises (specify)		CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Completed	CC							
Cancelled	CN							EN32
Will take place . . . (specify)	LW	x	x		x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.						
Cancelled	CN							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: W						
Air refuelling		CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Completed	CC							
Cancelled	CN							EN32
Will take place . . . (specify)	LW	x	x					x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.						
Cancelled	CN							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: W						
Glider flying		CODE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Completed	CC							
Cancelled	CN							EN32
Will take place . . . (specify)	LW	x	x					x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.						
Cancelled	CN							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION**CODE****Scope: W**

Blasting	WH	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						[EN33]
Will take place . . . (specify)	LW	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Operational	AO	NOTAMC qualifiers should be identical with the original NOTAM.					
Completed	CC						
Cancelled	CN						
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: W					
Banner/target towing		WJ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Completed		CC						
Cancelled		CN						EN33
Will take place . . . (specify)		LW	x	x				x
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed		CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled		CN						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE	Scope: W					
Ascent of free balloon			WL	Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE	I	V	N	B	O	M
Completed		CC						
Cancelled		CN						EN33
Will take place . . . (specify)		LW	x	x	x	x	x	✖
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed		CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled		CN						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
		Traffic		Purpose			
Missile, gun or rocket firing	WM						
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						EN33
Will take place . . . (specify)	LW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION**CODE****Scope: W**

Parachute jumping exercises, paragliding or hang gliding	WP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						EN33
Will take place . . . (specify)	LW	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled	CN						
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: W					
Radioactive materials or toxic chemicals (specify)		WR		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Completed		CC							
Cancelled		CN							[EN33]
Will take place . . . (specify)		LW		x	x	x	x	x	✱
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed		CC		NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled		CN							
Plain language		XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: W					
Burning or blowing gas		WS		Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE		I	V	N	B	O	M
Completed		CC							
Cancelled		CN							[EN33]
Will take place . . . (specify)		LW		x	x				x
Plain language		XX		Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed		CC		NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled		CN							
Plain language		XX							

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Mass movement of aircraft	WT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						EN33
Will take place . . . (specify)	LW	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE		Scope: W					
Unmanned aircraft		WU		Traffic		Purpose			

FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Completed	GG						
Cancelled	CN						[EN33]
Will take place . . . (specify)	LW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled	CN						
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE						
Formation flight		WV						
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE						
Completed		CC						
Cancelled		CN						[EN33]
Will take place . . . (specify)		LW	x	x				x
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed		CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled		CN						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE						
Significant volcanic activity		WW						
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE						
Completed		CC						
Cancelled		CN						[EN34]
Will take place . . . (specify)		LW	x	x	x	x	x	
Trigger		TT	*	*		*	*	
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed		CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled		CN						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE						
Aerial survey		WY						
FOURTH AND FIFTH LETTERS — SIGNIFICATION		CODE						
Completed		CC						
Cancelled		CN						[EN34]
Will take place . . . (specify)		LW	x	x				x
Plain language		XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed		CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled		CN						
Plain language		XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		CODE						
Model flying		WZ						

FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Completed	GG						
Cancelled	CN						[EN34]
Will take place . . . (specify)	LW	x	x				x
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical with the original NOTAM.					
Cancelled	CN						
Plain language	XX						

CATEGORY: OTHER INFORMATION (O)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: A						
Aeronautical information service		CODE		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Hours of service are now . . . (specify)	AH	x	x		x	x		
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN34]
Completely withdrawn	AW	x	x		x	x		
Completed	CC							[EN34]
Cancelled	CN							
Installed	CS	x	x		x	x		
Closed	LC	x	x		x	x		
Limited to . . . (specify)	LT	x	x		x	x		
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Plain language	XX							

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE						
Obstacle (specify details)		CODE		Traffic		Purpose		
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M	
Resumed normal operation	AK							
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							[EN34]
Completely withdrawn	AW	x	x				x	
Completed	CC							[EN34]
Erected	CE	x	x				x	
Changed	CH	x	x				x	
Displaced	CM	x	x				x	
Cancelled	CN							[EN347]
Trigger	TT	x	x		x	x		
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.						
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.						
Operative (or re-operative subject to previously published limitations/conditions)	AL							
Operational	AO							
Completed	CC							
Cancelled	CN							

Plain language	XX	
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CATEGORY: OTHER INFORMATION (O)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Aircraft entry requirements		OE					
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						[EN34]
Changed	CH	x	x	x	x	x	
Installed	CS	x	x		x	x	
Cancelled	CN						[EN34]
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: AE					
Obstacle lights on . . . (specify)		OL					
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN35]
Unserviceable	AS	x	x				x
Completed	CC						[EN35]
Realigned	CL	x	x				x
Cancelled	CN						
Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: E					
Rescue coordination centre	OR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x				x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						[EN35]
Completely withdrawn	AW	x	x				x
Completed	CC						[EN35]
Cancelled	CN						
Installed	CS	x	x				x
Closed	LC	x	x				x
Limited to . . . (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and, the most common used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical with the original NOTAM.					
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Plain language	XX						

CATEGORY: OTHER INFORMATION (O)

SECOND AND THIRD LETTERS — SIGNIFICATION		Scope: K					
Checklist	KK	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	CODE	K		K			
Checklist	KK	x		x			

6.6 INSTRUCTIONS AND GUIDANCE FOR THE COMPLETION OF THE NOTAM FORMAT

General

[5.2.1, 5.2.2, 5.2.6, 5.2.7, 5.2.8, 5.2.9 5.2.1.]

2.1(PANS-ATM App 2)6.6.1 Adhere closely to the prescribed formats and manner of specifying data.

6.3-86.6.2 The text of the NOTAM must be contain the information on the hazard, status of operation or condition of the facilities reported on. ~~It must be composed of the significations/ uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations (Doc 8400), and indicators, identifiers, designators, call signs, frequencies, figures and plain language. Except as otherwise provided for SNOWTAM and ASHTAM, the~~ The text of each NOTAM must contain the information in the order shown in the NOTAM Format, ~~except as otherwise provided for SNOWTAM and ASHTAM,~~ (See Appendix A to this chapter.)

6.3-96.6.3 Each NOTAM must be as brief as possible and so compiled that its meaning is clear without the need to refer to another document. Each NOTAM must deal with only one subject and one condition concerning the subject. The text should be composed by the NOF in such a way that it will serve for PIB entry without requiring additional processing by the receiving unit.
adhere

6.5-4(Doc 8426) In many instances, AIS need to amplify, supplement or complete the NOTAM Code groups ~~need to be amplified, supplemented or completed by addition of appropriate significations/ and uniform abbreviated phraseology assigned to the NOTAM Code and abbreviations, frequencies, call signs, identifiers, identifier, designators, time groups, etc. in order to convey the essential information. This is a recognized procedure in keeping with the concept of the NOTAM Code and aeronautical telecommunication procedures and should always be used in preference to plain language. Abbreviations specified for use by States for operational purposes are~~ Use only abbreviations contained in Doc 8400. ~~As the need for additional abbreviations becomes evident, steps will be taken to add abbreviations to Doc 8400. Abbreviations which are not than those in Doc 8400 should not be used.~~

Note.— Since the Q code (QDM, QFE, etc.) is primarily designed for air/ and ground request/ or reply communications, it should be used with caution and only when there is no chance that the message might be misunderstood.

5.2-6(Ax15)6.6.4 When errors occur in a NOTAM, ~~issue a~~ NOTAM with a new number to replace the erroneous NOTAM ~~shall be issued or cancel the erroneous NOTAM shall be cancelled and issue a new NOTAM issued.~~ 6.3-3Do not issue corrected Corrected versions of NOTAM ~~must should not be issued.~~

5.2-7(Ax15)6.6.5 When a NOTAM is issued which cancels or replaces a previous NOTAM, ~~indicate the series and number of the previous NOTAM shall be indicated.~~ The series, location indicator and subject of both NOTAM ~~shall~~ should be the same. ~~Only one NOTAM shall be cancelled or replaced by a NOTAM. A NOTAM can only cancel or replace one NOTAM.~~

5.2-11(Ax15)6.6.6 A NOTAM containing permanent or temporary information of long duration ~~shall~~ should carry appropriate AIP or AIP Supplement references.

6.3-5+SPECI AMEN AIP GEN 3-56.6.7 When considering the needs of States it may be found that an adjacent State may want full information from the originating State while a more distant State may only require a subset of this information or may not be interested in temporary information of short duration. In order to reduce distribution to meet such variable requirements it may be found useful to arrange for

promulgation of NOTAM ~~to be promulgated~~ in two or more series to allow for selective distribution. For example, NOTAM may be classified as follows:

Series A. General rules, en-route navigation and communication facilities, airspace restrictions and activities taking place above FL 245 and information concerning major international aerodromes.

Series B. Information on airspace restrictions, on activities taking place below FL 245 and on other international aerodromes at which IFR flights are permitted.

Series C. Information on other international aerodromes at which only VFR flights are permitted.

Series D. Information on national aerodromes.

Series E. Information on heliports.

6.6.8 Follow the guidance and instructions below when completing the NOTAM format.

NOTAM series, numbering and identifier

INSERT a letter and a four-digit number followed by a stroke and a two-digit number for the year.

~~6.3.46.6.9~~ Each NOTAM ~~must be~~ is allocated a series identified by a letter and a four-digit number, followed by a stroke and a two-digit number for the year so that addressees may check continuity. The number must be consecutive and based on the calendar year. ~~Each series start on 1 January with number 0001. If more than one series of NOTAM is issued, each series must be separately identified by a letter. Use letters~~ Letters A to Z, with the exception of S and T, ~~may be used~~ to identify a NOTAM series. Renumbering of existing NOTAM (i.e. containing identical information, but with a new number) is not allowed, nor are NOTAM to be renumbered at the beginning of each year.

INSERT ~~6.3.2~~ ~~One one~~ of the following message identifiers ~~is to be inserted~~ as appropriate:

- a) **NOTAMN** if it concerns a NOTAM containing new information.
- b) **NOTAMR** if it concerns a NOTAM replacing a previous NOTAM, followed by the series, and number, and year of the NOTAM replaced (e.g. A0125/03 NOTAMR A0123/03).
- c) **NOTAMC** if it concerns a NOTAM cancelling a previous NOTAM, followed by the series, and number, and year of the cancelled NOTAM (e.g. A0460/03 NOTAMC A0456/03).

Example:

A0123/11 NOTAMN

A0124/11 NOTAMR A0123/11

A0125/11 NOTMAC A0124/11

Qualifiers line (Item Q)

~~8426 App A p6 A-36.6.10~~ Item Q) is divided into eight fields, each separated by a stroke. For an easier automatic production of the PIB, ~~give a value to all fields of Item Q) must be given a value; use default values will be used~~ where appropriate. The definition of each field and procedure for completing is as follows:

1) FIR

INSERT ICAO location indicator or the ICAO nationality letters of the State originating the NOTAM followed by XX followed by a stroke.

- a) If the subject of the information is located geographically within one FIR, **insert** the ICAO location indicator ~~shall be that~~ of the FIR concerned. When an aerodrome is situated within the overlying FIR of another State, the first field of Item Q) ~~shall~~ **must** contain the code for that overlying FIR (e.g. Q) LFRR/...A) EGJJ);

or,

If the subject of the information is located geographically within more than one FIR, the FIR field ~~shall~~ must be composed of the ICAO nationality letters of the State originating the NOTAM, followed by "XX". ~~(Do not use the~~ The location indicator of the overlying UIR ~~must not be used.)~~ **List the** The ICAO location indicators of the FIRs concerned ~~must then be listed~~ in Item A) or indicator of State or non-governmental agency which is responsible for provision of a navigation service in more than one State;

- b) If one State issues a NOTAM affecting FIRs in a group of States, **insert** the first two letters of the ICAO ~~location indicator~~ **nationality letters** of the issuing State plus XX ~~shall be included.~~ **List the** The location indicators of the FIRs concerned ~~shall then be listed~~ in Item A) or indicator of State or non-governmental agency which is responsible for provision of a navigation service in more than one State.

Example:

Q) **EACC/**
A) EACC

Meaning: ICAO location indicator for the FIR concerned.

Q) **EAXX/**
A) **EACC YUCC YUDD**

Meaning: ICAO nationality letters of issuing State and location indicators for the FIRs concerned.

2) NOTAM CODE

INSERT the five letter NOTAM code followed by a stroke.

~~All NOTAM Code groups contain a total of five letters and the first letter is always the letter Q. The second and third letters identify the subject, and the fourth and fifth letters denote the status or condition of the subject reported upon.~~

Example:

Q) **EACC/QNVAS/**

Meaning: The subject VOR identified by NV and the status unserviceable (U/S) identified by AS.

~~2.3.6.4(OPADD)~~ Ensure that the NOTAM Code selected describes the most important information to be promulgated.

Example:

If required text reads “parking area closed due to work in progress”, use;

Q) EACC/QMKLC/IV/BO/A/.... – parking area closed

instead of

Q) EACC/QMKHW/IV/M/A/..... – parking area work in progress

3) TRAFFIC

INSERT one or two of the letters bellow, followed by a stroke.

I = IFR traffic

V = VFR traffic

IV = IFR and VFR traffic

K = NOTAM is a checklist

~~2.3.7.1(OPADD)~~ This qualifier relates the NOTAM to a type of traffic and thus allows retrieval according to the user requirements.

Example:

Q) EACC/QNVAS/IV/

Meaning: The subject VOR relates to both IFR and VFR traffic according to the NOTAM Selection Criteria tables.

~~2.3.7.3(OPADD)~~ The NOTAM subject or status or condition may demand a different choice of Traffic qualifier (I, V or IV). In these cases, the AIS should determine entry according to NOTAM text.

Example:

Q) EACC/QAPCI/V/BO/E/000/200....

Meaning: NOTAM Code for ‘VFR REPORTING POINT ID CHANGED’ is “QAPCI”. The given NOTAM Selection Criteria Traffic qualifier for “QAPCI” is “IV” but the reporting point is for VFR use only, therefore “V” only as traffic qualifier.

4) PURPOSE

INSERT one, two or three of the letters bellow, followed by a an-oblique stroke. ~~2.3.8.4(OPADD)~~ The following combinations of one to three letters are appropriate: K, BO, NBO or M.

~~2.10(COPM CAR/SAM 2000)~~ This qualifier relates a NOTAM to certain purposes (relevance) and thus allows retrieval according to the user's requirements.

N = NOTAM selected for the immediate attention of aircraft operators flight crew members

~~2.3.8.3(OPADD)~~ Due to their pertinent information these NOTAM require immediate attention

of flight crew members. Flight crew members and flight information services may request specific delivery of such NOTAM or for their inclusion in specific PIB, containing only NOTAM related subjects selected for immediate attention. NOTAM with qualifiers NBO will appear in the PIB.

B = NOTAM of operational significance selected for PIB entry

~~2.3.8.3(OPADD)~~The NOTAM will appear in a PIB containing all relevant NOTAM. NOTAM with qualifiers NBO or BO will appear in the PIB.

O = NOTAM concerning flight operations

~~2.3.8.3(OPADD)~~The NOTAM will appear in a PIB containing all relevant NOTAM. NOTAM with qualifiers NBO or BO will appear in the PIB.

M = Miscellaneous NOTAM; not subject for a briefing, but it is available on request

~~2.3.8.3(OPADD)~~The NOTAM is for a miscellaneous purpose and will not appear in a PIB, unless specifically requested.

K = NOTAM is a checklist

Example:

Q) EACC/QNVAS/IV/**BO**/

Meaning: The subject and condition VOR U/S qualifies the NOTAM as BO i.e. of operational significance selected for PIB entry and concerning operations.

5) SCOPE

INSERT one or two of the letters below, followed by a stroke.

~~2.3.9.1(OPADD)~~This qualifier relates the NOTAM subject to a specific scope. This qualifier is used to determine under which category a NOTAM is presented in a Pre-flight information bulletin, i.e. under Aerodrome, En-route or Navigation Warning.

A = Aerodrome

A relates the NOTAM to the scope of aerodrome. Entry of the aerodromes location indicator (e.g. EADD) in item A) is compulsory. All NOTAM with scope A should contain ARP as geographical reference.

AE = Aerodrome and En-route

AE relates the NOTAM to both scopes aerodrome and en-route. Scope AE is used whenever an aerodrome-related NOTAM (e.g. certain navigation facilities) affects both aerodrome and en-route operations.

AW = Aerodrome and Warning

AW relates the NOTAM to both scopes A and W. Scope AW is used whenever aerodrome and en-route traffic is affected by a navigation warning taking place on or in the near vicinity of an aerodrome. Item A) should contain the aerodrome location indicator, and item Q) should

contain the geographical co-ordinates of the location where the activity takes place, followed by the radius.

E = En-route

E relates the NOTAM to the scope of en-route. Entry of one or more FIR location indicator(s) in item A) is compulsory.

W = Nav Warning

W relates the NOTAM to the scope of navigation warnings. Entry of one or more FIR in Item A) is compulsory.

K = NOTAM is a checklist

Example scope Aerodrome and En-route:

Q) **EACC/QNVAS/IV/BO/AE/**
A) **EADD**

Meaning: The VOR is affecting both aerodrome and en-route operations. The aerodrome location indicator EADD/Donlon is contained in Item A) while the FIR location indicator EACC/Amswell is included in the Q) line.

Example scope Aerodrome and En-route:

Q) **EACC/QNMAS/IV/BO/AE/000/999/5216N00442E025**
A) **EADD** B) 0804170500 C) 0804170700
E) VOR/DME DON 113.95 MHZ/CH 96Y U/S

Meaning: Item Q) contains geographical co-ordinates and a radius centered on the navigation facility.

When a navigation facility is serving two or more aerodromes, publish only one NOTAM with scope AE. Publish NOTAM for the other aerodromes concerned with scope A only to prevent duplication in the en-route part of the PIB. All scope A NOTAM should have ARP as geographical reference.

If the navigation facility coverage affects more than one FIR, NOTAM for affected aerodromes are issued with scope A and with ARP as geographical reference. A separate NOTAM is issued with scope E only, and item A) should contain all affected FIR.

Example scope Aerodrome and Warning:

Q) **EACC/QWPLW/IV/M/AW/000/160/5222N03144W010**
A) **EADD** B) 0810201400 C) 0810202200
E) MIL PJE WILL TAKE PLACE WITHIN 10NM RADIUS CENTRED AT DONBURG 522140N0314402W.
F) GND G) FL160)

Meaning: The warning effects both aerodrome and en-route operations. Note that co-ordinates for EADD AD are 522318N0315658W, but the actual co-ordinates of the site where the activity takes place are entered in Item Q).

If navigation warning affects two or more aerodromes, publish only one NOTAM with scope AW in order to

prevent duplicated information in the navigation warnings section of the en-route part of the PIB. Publish NOTAM for other aerodromes concerned with scope A only, with ARP as geographical reference and NOTAM Code QFALT (aerodrome limited) and without item F) and G). If required, the vertical limits are inserted in item E).

When the area concerned affects one or several aerodromes and more than one FIR, one NOTAM is issued with scope W, item A contain all affected FIR. For every affected aerodrome, a separate NOTAM with scope A only is published in order to provide correct information in all PIB sections for all concerned FIR and AD and to avoid duplications. All scope A NOTAM to contain ARP as geographical reference and NOTAM Code QFALT (aerodrome limited) without Item F) and G). If required, the vertical limits are inserted in item E).

2.3.9.4 (OPADD) The NOTAM subject, status or condition may demand a different choice of Scope. In these cases, the AIS originating the NOTAM should determine entry according to NOTAM text.

Examples:

QOB . . = Obstacle = **AE** in NOTAM Selection Criteria but could also be **A** or **E** only depending on the position and height of the obstacle.

QWA . . = Air Display = **W** in NOTAM Selection Criteria but could also be **AW**;

QNV . . = VOR = **AE** in NOTAM Selection Criteria but could also be **E** only if the VOR don not serve any aerodrome.

QOA . . = AIS = **A** in NOTAM Selection Criteria but could also be **AE** if AIS is also responsible for other aerodromes in the FIR or **E** if the NOTAM refers to national NOF or information provision.

QST . . = TWR = **A** in NOTAM Selection Criteria but could also be **AE** if TWR also serves en-route traffic.

6) LOWER LIMIT

INSERT three digits followed by a stroke.

2.3.10.1 (OPADD) The qualifier relates a NOTAM to a vertical section of airspace by reference to specific lower limit.

Express lower limits shall be expressed in flight levels (FL). In the case of navigation warnings and airspace restrictions, provide consistent values with those entered shall be consistent with those provided under Items F.

Example:

Q)EACC/QWELW/IV/BO/W/**090/330**

Meaning: From Lower limit FL 090 to Upper limit FL330.

2.3.10.3 (OPADD) The lower limit must be inferior or equal to the upper limit. If the subject does not contain specific height information, insert 000 as default value.

Example:

Q) EACC/QNVAS/IV/BO/AE/**000/**

Meaning: The subject contains no specific height information.

7) UPPER LIMIT

INSERT three digits followed by a stroke.

2.3.10.4(OPADD) The qualifier relate a NOTAM to a vertical section of airspace by reference to specific upper limit.

Express upper Upper limits ~~shall be expressed~~ in flight levels (FL) and ~~shall express~~ the actual vertical limits of the area of influence without the addition of buffers.

2.3.10.5/6(OPADD) The values entered in the qualifier "lower limit" should be rounded down to the nearest 100 ft increment and the values entered in the qualifier "upper limit" should be rounded up to the nearest 100 ft increment. Avoid the addition of buffers to these qualifiers, which would increase the airspace considered for PIB purposes.

Examples:

1)	Lower limit/Upper limit	1400ft/1900ft	1400/1900	=	014/019
2)	Lower limit/Upper limit	1350ft /2000ft	1300 /2000	=	013/020
3)	Lower limit/Upper limit	1850ft / 2020ft	1800 / 2100	=	018/021

Meaning: Example 1) rounding is not needed, feet is converted to flight level. Example 2) the lower limit 1350 ft is rounded down to 1300 ft. Example 3) the lower limit 1850 ft is rounded down to 1800 and the upper limit 2020 ft is rounded up to 2100 ft.

In the case of navigation warnings and airspace restrictions, values entered ~~shall~~ should be consistent with those provided under Items F and G). In the case of Airspace Organization Management (NOTAM related to structure of ATS Routes, TMA, CTR, ATZ, etc.), the specified Lower/Upper values should correspond to the vertical limits of the airspace concerned. Avoid the use of default values 000/999 whenever possible.

Example:

Q) EACC/QATCA/IV/NBO/AE/015/**450**/4850N002314W030

A) EADN B) 0802010630 C) 0803262130

E) NIBORD TMA ACTIVATED 0630-2130

Meaning: The upper limit of the Nibord TMA is FL450 as reflected in the qualifier scope in Item Q).

If the vertical limits of an Airspace organisation are only partly affected, limit lower and upper limits to the affected part only.

Example:

Q) EADD/QATCA/IV/NBO/AE/015/**035**/4850N002314W030

A) EADN B) 0802010630 C) 0803262130

D) 0630-2130

E) NIBORD TMA SPEED LIMITATIONS OF 250KT IN FORCE FOR ALL FLIGHTS BELOW 3500FT AMSL.

Meaning: The upper limit in the qualifier scope in Item Q) is reduced from the published flight level 450 to affected flight level 35.

2.3.10.7(OPADD) When the values in F) and G) are expressed as flight levels (FL), enter the same FL values as the Lower limit/Upper limit values in the qualifier scope in Item Q).

2.3.10.8(OPADD) When the values in F) and G) are expressed as an altitude (AMSL), enter the corresponding FL values (based on the standard atmosphere) as the lower limit/upper limit values in Item Q).

Example:

F) 2000FT AMSL G) 7500FT AMSL = Lower limit/Upper limit = 020/075

Meaning: The altitude (AMSL) is converted to flight level.

2.3.10.9(OPADD) When the values in F) and G) are expressed as a height (AGL), and when the corresponding altitude can be calculated based on the terrain elevation of the affected area, enter the corresponding FL values (based on the standard atmosphere and AMSL values) as the lower limit/upper limit values in Item Q).

Example:

F) 2000FT AGL G) 7500FT AGL

Lowest terrain elevation = 500FT AMSL Highest terrain elevation = 1000FT AMSL
Lower limit/Upper limit = 025/085.

Meaning: The lowest terrain elevation 500 ft AMSL is added to the lower limit height 2000 ft AGL and converted to flight level 25 and the highest terrain elevation is added to upper limit height 7500 ft AGL and converted to flight level 85.

2.3.10.10(OPADD) When the values in F) and G) are expressed as a height (AGL), and no corresponding flight levels can be defined i.e. the terrain elevation of the affected area is unknown, despite all possible action taken to obtain the data. NOF should add the highest terrain elevation of the State, or the FIR, or the region concerned, to the value in Item G) for calculating the qualifier Upper limit and enter the default value '000' in the Lower limit in Item Q).

Example:

F) 2000FT AGL G) 7500FT AGL

Highest terrain elevation = 9000FT
Lower limit /Upper limit: 000/165

Meaning: Default value 000 is used for the lower limit and the highest terrain elevation 9000 ft is added to the upper limit 7500 ft and converted to flight level 165.

2.3.10.13(OPADD) In the case of en-route obstacles (e.g. masts) and no Items F) and G) are included, use appropriate values in the qualifier scope in Item Q), based on local elevation. Avoid use of default value 000/999. If several (grouped) obstacles (in close proximity) are published with one NOTAM, the upper limit should reflect the highest obstacle.

Example:

C0120/08 NOTAMN

Q)EACC/QOBCE/V/M/AE/000/010/5101N03119W005

A) EACC B) 0802250557 C) 0806300000 EST

E) OBSTACLES ERECTED, PSN 510136N0311932W, ELEV 277M HEIGHT163M.

Meaning: The elevation 277 metres is converted to 908 ft rounded up to the nearest 100 ft and expressed as flight level 10 in the qualifier scope in Item Q).

If the subject does not contain specific height information, insert 000 for lower and 999 for upper as default values

Example:

Q) EACC/QNVAS/IV/BO/AE/000/999/

Meaning: The subject contains no specific height information.

8) COORDINATES, RADIUS

INSERT four digits followed by N or S followed by five digits followed by E or W and three digits radius.

2.3.11.1(OPADD) This qualifier allows the geographical association of a NOTAM to a facility, service or area that corresponds to the aerodrome or FIR(s) given in Item A).

The latitude and longitude accurate to one minute, as well as a three-digit distance figure giving the radius of influence in NM (e.g. 4700N01140E043). Coordinates present approximate centre of circle whose radius encompasses the whole area of influence, and if the NOTAM affects the entire FIR/UIR or more than one FIR/UIR, enter the default value 999 for radius.

2.3.12.1(OPADD) Insert the Aerodrome Reference Point (ARP) coordinates for NOTAM with qualifier Scope "A".

2.3.12.2(OPADD) Insert the appropriate co-ordinates for NOTAM with qualifier Scope "AE" or "AW". These co-ordinates may be different from the ARP, e.g. a VOR situated at an aerodrome will not necessarily have the same co-ordinates as the ARP.

2.3.12.3(OPADD) Insert the co-ordinates referring to a given/known point (navigation aid, reporting point, city, etc.) for NOTAM with qualifier Scope "E" or "W", or the co-ordinates that approximate centre of a circle whose radius encompasses the whole area of influence if referring to an area (FIR, country, Danger area etc.)

Example:

Q) EACC/QNVAS/IV/BO/AE/000/999/5226N03200W135

Meaning: The position of the VOR is 5226N and 03200W and radius is 135 NM

Note:-In regions with dense network of ground-based navigation aids, use default values e.g. 25 NM in order not to overload PIB with superfluous information.

2.3.13.3(OPADD) For certain NOTAM subjects, the radius could be standardized for the sake of uniformity and simplicity. A list of default radius per NOTAM Code is given in the following table.

NOTAM Code	Plain language	Radius (NM)
Q - - - -	All aerodrome related NOTAM and navigation aids with Scope A only.	005

	Use default value also for Scope AE/AW, if no appropriate values is defined.	
QN - - -	All navigation aids (VOR/DME, NDB....) except for long range navigation system.	025 In dense network of ground based navigation aids, to avoid overload in PIB. Otherwise insert full coverage.
QOB - -	OBST	005
QOL - -	OBST light	005
QPH - -	Holding procedure	025
QAP - -	Reporting point	005
QAX - -	Intersection	005

Identification of ICAO location indicator Item A)

(6 App A)

INSERT ICAO Location indicator of the aerodrome or FIR in which the facility, airspace, or condition being reported on is located

Only one Aerodrome may be indicated. Issue separate NOTAM If more than one aerodrome is involved., ~~separate NOTAM shall be issued.~~ More than one FIR/UIR may be indicated when appropriate. ~~Include the~~ The location indicator of the FIR or UIR ~~to be included is that~~ of the area control centre (ACC) or flight information centre (FIC) providing air traffic services within the FIR or UIR.

Example:

A) ~~LOWWEADD~~"

A) **EACC**

Meaning: EADD is ICAO location indicator ~~identifies~~ for the aerodrome ~~Donlon/International Wien/ Schwechat~~, whereas "A) ~~LOWWEACC~~ is ICAO location indicator for the ~~identifies Wien~~ ~~Amwell~~ FIR (~~LOWV~~ is the location indicator of Wien ACC/ FIC).

The number of FIR in Item A) is restricted to 7 by the length of an AFTN line. If more than 7 FIR are affected, ~~the publishing NOF or responsible non-governmental agency may~~ use a unique and unambiguous location indicator that serves the purpose of publication of NOTAM information related to more than 7 FIRs (e.g. UUUU). If no such unique location indicator exists, ~~publish~~ additional NOTAM ~~shall be published~~ as required.

~~2.3.15.1(OPADD)~~If more than one aerodrome is involved, separate NOTAM should be issued.

If information concerns GNSS, insert the appropriate ICAO location indicator allocated for a GNSS element or the common location indicator allocated for all elements of GNSS (except GBAS).

Note.— In the case of GNSS, the location indicator may be used when identifying a GNSS element outage (e.g. KNMH for a GPS satellite outage).

If there is no available ICAO location indicator, use the ICAO nationality plus XX and followed up in Item E) by the name, in plain language. When an ICAO location indicator is not available, it is imperative that Item E) be completed in order to identify the location/facility/ service concerned since some indicators already exist where extensive use is made of the letter X (e.g. "DXXX" for Lomé/Tokoin). Failure to complete Item E) could therefore result in unnecessary queries. By the same token, lack of an entry in Item E) would confirm

the validity of the location indicator used.

Period of validity

6.3.6 Provide information ~~Information must be provided~~ on the duration of the **reported** hazard, change in the normal status of operation, or condition of the facilities ~~being reported on~~. NOTAM notifying unserviceability of aids to air navigation, facilities or communication services must give the time at which restoration of service is expected or an estimate of the period of unserviceability.

6.3.7 Take care ~~Care should be taken~~ to express the duration of a circumstance notified in the NOTAM in such a way that there will be no misunderstanding.

The figure describes the relationship between the time-related expressions used in the NOTAM.

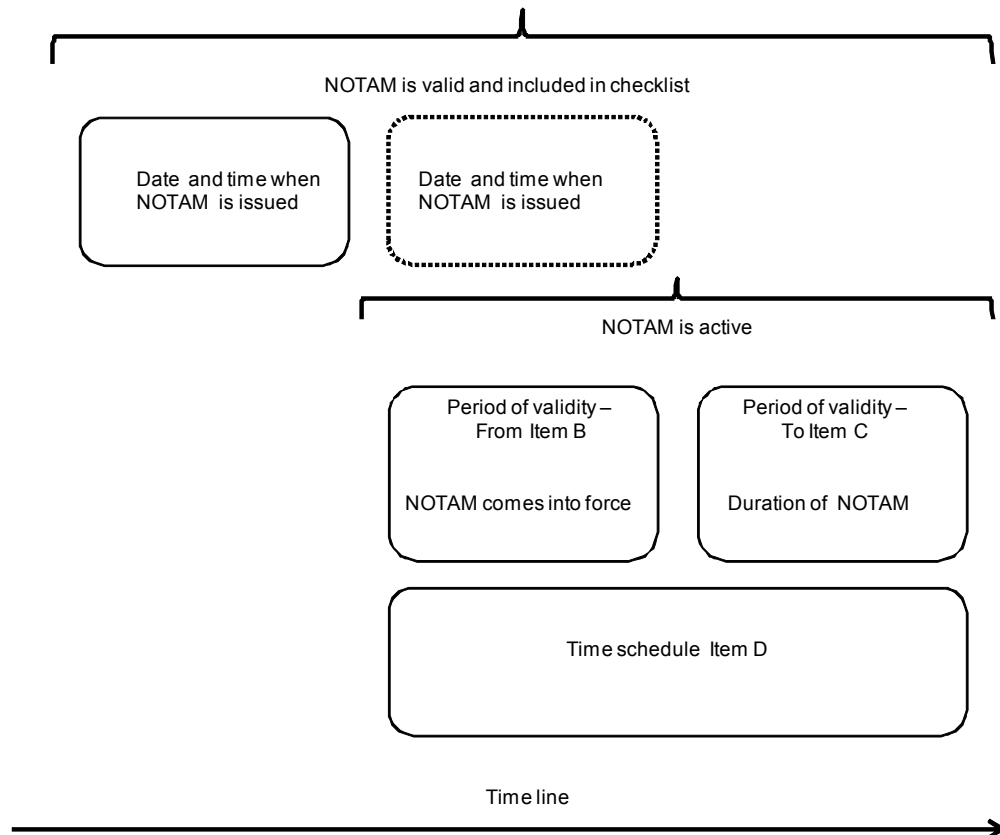


Figure 6-A-2.6-1. NOTAM date-times

From Item B)

INSERT ~~Item B)~~ followed by ten digits date-time group giving year, month, day, hours and minutes in UTC.

Example:

B) 0310241230

Meaning ~~meaning~~ 24 October 2003 at 1230 UTC.

(A-15/Appendix 6) This entry is the date-time at which the NOTAMN comes into force.

~~(Ax 15/ App 6) (Doc 8126/6 app A)~~ In the cases of NOTAMR and NOTAMC, the date-time group is the actual date and time of the NOTAM origination. In order to avoid possible misinterpretation about further changes or existence of multiple NOTAM with the same subject at the same time, **issue** no future cancellation or replacement ~~are issued~~.

~~(Ax 15/ App 6)~~ **Indicate the** The start of a day shall be indicated by 0000. **Do not use abbreviations** Abbreviations such as WIE or WEF shall not be used.

2.3.16.4 (OPADD) A NOTAM is valid when it is published, i.e. date and time of NOTAM origination whereas it is active and comes in force at the date-time group specified in item B).

2.3.16.5 (OPADD) The item B) date-time group should be equal to or later than the actual date-time of creation of the NOTAM.

To Item C)

INSERT Item C) followed by ten digits date-time group giving year, month, day, hours and minutes in UTC and if applicable followed by EST or replaced date-time group by PERM.

Indicate the The end of a day shall be indicated by 2359. **Do not use abbreviations** Abbreviations such as UFN shall not be used.

Example:

C) 0310262000

Meaning End of period of validity is the 26 October 2003 at 2000 UTC.

~~(Ax 15 App 6) (Doc 8126/6 app A)~~ With the exception of NOTAMC for which the information is not applicable, use a date-time group indicating duration of information shall be used unless the information is of a permanent nature in which case the abbreviation PERM is inserted instead. PERM is solely for NOTAM information that will be incorporated in the AIP, and these. These NOTAM are cancelled.

Example:

C) PERM

Meaning The information is permanent and will be incorporated in AIP.

If the information on timing is uncertain, **indicate** the approximate duration shall be indicated using a date-time group followed by the abbreviation EST (e.g. C) 0310250600 EST). **Cancel or replace any** Any NOTAM which includes an EST shall be cancelled or replaced before the date-time specified in Item C).

Example:

C) 0310262000EST

Meaning The approximate duration is to the 26 October 2003 at 2000 UTC.

Example:

Q) RJCGEACC/QLBAS/IV/M/A/000/999/4248N14140E025

A) RJCGEADD B) 0304200921 C) 0304211800

E) ABN U/S

Meaning: The aerodrome beacon at Sapporo/Chitose Donlon/International aerodrome became unserviceable at 0921 on 20 April 2003 and will remain out of service until 1800 hours UTC on 21 April 2003.

Time schedule Item D)

INSERT Item-D) when required, indicate must contain the specified date and time schedule or period(s) during which an occurrence takes place or a hazard exists between the dates and times in Items B) and C). This item is optional and need be completed only as and when required. If Item D) exceeds 200 characters, consider to provide such information in a separate, consecutive NOTAM.

If the hazard, status of operation or condition of facilities being reported on will be active in accordance with a specific time and date schedule between the dates times indicated in Items B) and C), insert such information under Item D). If Item D) exceeds 200 characters, consideration shall be given to providing such information in a separate, consecutive NOTAM.

2.3.18.2(OPADD) The start of the first time schedule in Item D) should correspond to the Item B) date and time.

Ensure that the start of the first time schedule in Item D) corresponds to the Item B) date and time.

Example:

B) 0304190730 C) 0304201500

D) APR 19 AND 20 0730-1500

Meaning: When, between 19 April 2003 0730 UTC and 20 April 2003 1500 UTC, a A hazard will exist on 19 and 20 April 2003 between 0730 and 1500 UTC only. Items B), C) and D) should be completed as follows: The date and time in Item D) APR 19 0730 corresponds to the Item B) date and time 04190730.

2.3.18.3(OPADD) If the NOTAM is issued during an activity period that is defined by days of the week which will be repeated, then the first day given in Item D) may not equate literally to the date in Item B).

Example:

D) MON-FRI,

Meaning: The date in B) may be a WED i.e. the first schedule period starts on the WED and ends on the FRI, and subsequent periods run from MON to FRI.

2.3.18.4(OPADD) The end of the latest activity period notified in Item D) should correspond to the Item C) date and time.

Note:.- This period may not always be listed as the final entry in Item D)

2.3.18.8(OPADD) To support automated PIB processing while maintaining a good and clear readability in manual environments of Item D) use the following guidance.

2.3.18.9/10(OPADD) Insert a time indication for each period of activity, insert H24 after the date(s) when the activity covers a full day and a date should appear only once and do not insert year.

2.3.18.11(OPADD) When the activity covers more than 24 hours;

(start date) (start time)-(end date) (end time)

2.3.18.12(OPADD) When the activity covers less than 24 hours on particular days;

(date) (start time)-(end time)

2.3.18.13(OPADD) When the activity is a succession of identical periods of less than 24 hours on consecutive days;

(start date)-(end date) (start time)-(end time)

2.3.18.14(OPADD) When entering a succession of activities that span midnight UTC;

(start date) (start time)-2359 (end date) 0000-(end time)

or (start date) (start time)-(end time)

Note:- that the end date is omitted from Item D) but that it will appear in Item C).

Example

B) 0805052200 C) 0805060500

D) 05 2200-0500

Meaning: From the 5th at 2200 until the 6th at 0500.

Example

B) 0805052200 C) 0805060500

D) WED 2200-0500

Meaning: From WED at 2200 until THU at 0500.

2.3.18.15(OPADD) When the activity spans midnight UTC on successive days;

(start date first period) (start time)-2359, (start date next period(s))-(end date next period(s) 0000-(end time)
(start time)-2359, (start date last period) 0000-(end time)

or

(start date)-(start date of last period) (start time)-(end time)

Note:- that the period end dates are omitted from Item D) but that the last one will appear in Item C).

2.3.21.1(OPADD) The following examples pre-suppose a correct calendar and the application of the rule that the start of the first activity in Item D) coincides with the Item B) date and time, and the end of the last activity with that in Item C). Therefore, Items B) and C) (i.e. the defined time periods) are not shown in the examples unless required for clarification.

Example:

D) **0700-1000**

or

D) DAILY 0700-1000

Meaning: Repetitive event active every day 0700-1000.

Example:

B) 0803030000 C) 0803312359

D) EVERY MON H24

Meaning: Repetitive event active every Monday for the whole day.

Example:

B) 0802070000 C) 0802112359

D) 07 09 AND 11 H24

Meaning: Activity for the whole day, on specific days (7, 9 and 11) within the period.

Example:

D) 07-11 AND 16-18 H24

Meaning: Activity for the whole day, day-periods 07-11 and 16-18.

Example:

D) FEB 08-28 2000-2200 AND MAR 01-05 1800-2200**D) FEB 08-28 DAILY 2000-2200 AND MAR 01-05 DAILY 1800-2200****D) WED SAT 1000-1400 AND SUN-TUE 1500-1800****D) FEB 08 10 12 1000-1600 1800-2000, 13-28 1200-1900, MAR 01-05 1000-1300 AND 1500-1700**

Meaning: Combination of day-periods and time-periods.

Example:

B) 08021300600 C) 0802252359

D) SUN 0600-1700, WED AND FRI H24

or

D) 13 20 0600-1700, 16 18 23 AND 25 H24

Meaning: Combination of whole day-periods (H24) with part day periods, activity H24 on WED and FRI, and from 0600 to 1700 on SUN.

Example:

B) 0802020700 C) 0803161800

D) SAT-SUN 0700-1800 EXC FEB 17 AND MAR 09

or, for where alternative times apply on the excepted date:

1st NOTAM

B) 0802010300 C) 0802281200

D) **MON-FRI 0300-1200 EXC FEB 15**

2nd NOTAM

B) 0802151400 C) 0802151600

Meaning: Day-period and time-period with specific exceptions or, where alternative times apply on the excepted date.

Example:

B) 0802041800 C) 0803150700

D) **MON 1800-2359, TUE-FRI 0000-0700 1800-2359, SAT 0000-0700**

or

D) **MON-FRI 1800-0700**

Instead of

D) **1800-0700 EXC SAT SUN**

Meaning: Exceptions with periods spanning midnight.

Example:

B) 0806041900 C) 0806130600

D) **WED 1900-FRI 0600**

or

D) **04 1900-06 0600 AND 11 1900-13 0600**

Meaning: Activity from WED 1900 to FRI 0600, during 2 consecutive weeks.

Example:

B) 0804302300 C) 0805050500

D) **APR 30 2300-2359, MAY 01-04 0000-0500 2300-2359, 05 0000-0500**

or

D) **DAILY 2300-0500**

or

D) **2300-0500**

Instead of:

D) **APR 30-MAY 04 2300-0500**

Meaning: The activity takes place every day between 2300 and 0500. The periods start on April 30 at 2300 and ends on May 05 at 0500.

Example:

B) 0805062300 C) 0805150500

D) 06 2300-2359, 07 0000-0500, 10 2300-2359, 11-14 0000-0500 2300-2359, 15 0000-0500

or

D) 06 AND 10-14 2300-0500

Meaning: First period of activity starts on May 06 at 2300 and ends on May 07 at 0500 and a series of subsequent 2300-0500 periods start on May 10 at 2300 and ends on May 15 at 0500.

Example:

B) 0805062300 C) 0805110600

D) 06 2300-2359, 07-09 0000-0500 2300-2359, 10 0000-0500 2200-2359, 11 0000-0600

or

D) 06-09 2300-0500 AND 10 2200-0600

Meaning: A series of 2300-0500 period starts on May 06 at 2300 and ends on May 10 at 0500 and the final period starts on May 10 at 2200 and ends on May 11 at 0600.

Example:

B) 0809112110 C) 0810310740

D) SEP 11 17-19 22 24 25 OCT 01 02 08-10 15 16 22 23 29 AND 30 2110-0740

Instead of:

D) SEP 11 17-19 22 24 25 OCT 01 02 08-10 15 16 22 23 29 30 2110-2359, SEP 12 18-20 23 25 26 OCT 02 03 09-11 16 17 23 24 30 AND 31 0000-0740

or

NOTAM 1

D) SEP 11 2110-2359, 12 0000-0740, 17 2110-2359, 18-19 0000-0740 2110-2359, 20 0000-0740, 22 2110-2359, 23 0000-0740, 24 2110-2359

NOTAM 2:

SEP 25 0000-0740 2110-2359, 26 0000-0740, OCT 01 2110-2359, 02 0000-0740 2110-2359, 08 2110-2359, 09-10 0000-0740 2110-2359, 11 0000-0740

NOTAM 3:

15 2110-2359, 16 0000-0740 2110-2359, 17 0000-0740, 22 2110-2359, 23 0000-0740 2110-2359, 24 0000-0740, 29-30 0000-0740 2110-2359, 31 0000-0740

Meaning: If the more descriptive schedule is used, the periods of activity may have to be split into several NOTAM.

Example:

B) 0805051300 C) 0805271930

D) 05 07 09 1300-1600, 11-23 1330-1500 AND 24-27 1630-1930

Instead of:

D) **MAY** 05 07 09 1300-1600, **MAY** 11-23 1330-1500 AND **MAY** 24-27 1630-1930

Meaning: Description of a schedule omitting the unnecessary abbreviation for the month.

Example:

D) SR-SS

D) SR MINUS30-SS

D) SR MINUS30-1500

D) 0800-SS

D) 0800-SS PLUS30

Meaning: Activity relative to Sunrise and/or Sunset:

Example:

B) 0805050300 C) 0805201450

D) **05 0300-13 1400 AND 15 1800-20 1450**

Meaning: Periods of activity longer than 24 hours. Item D) indicates two periods of continuous activity: the first starting on the 5th at 0300 and ending on the 13th at 1400; the second from the 15th at 1800 to the 20th at 1450.

Example:

B) 0803170700 C) 0804230900

D) **MON TUE 0700-1000 1200-1300, WED 0700- 0900, APR 01-04 1800-2000, 08 09 1700-1900, 10 H24, 11 SR MINUS30-SS AND 15 2000-17 0900 EXC MAR 23 30**

NOTAM 1:

B) 0803170700 C) 0803311300

D) **MON TUE 0700-1000 1200-1300, WED 0700-0900 EXC 23 30**

NOTAM 2:

B) 0804070700 C) 0804230900

D) **MON TUE 0700-1000 1200-1300, WED 0700- 0900, 08 09 1700-1900, 10 H24, 11 SR MINUS30-SS AND 15 2000-17 0900**

For the elements using dates:

NOTAM 3:

B) 0804011800 C) 0804042000

D) **1800-2000**

Meaning: Given the following Complex/Mixed schedule: There are several alternative ways of presenting the following information more clearly and effectively by using more than one NOTAM. A preferred method is to divide it into two monthly periods and, to facilitate greater PIB clarity,

create a third NOTAM for the period 01-04 April in which activities are not expressed using weekday abbreviations. For the two elements using weekday abbreviations:

Example:

B) 0805050800 C) 0805231500

D) **05-08 0800-1100, 09 10 0800-1100 1300 1500**, 11-20 1330-1500, 21-23 0800-1100 1330-1500

Instead of:

D) **05-10 0800-1100**, 11-20 1330-1500, 21-23 0800-1100 1330-1500, **09 10 1300-1500**

Meaning: Repetitions of a date are not allowed to avoid that any activities following later for the same date are overlooked.

Text of notam Item E)

INSERT E) ~~(Ax 15 App 6)~~ decoded NOTAM Code, complemented where necessary by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, **figures** **digits** and plain language.

~~(App A8)~~ **Keep the** The text in Item E) ~~should be kept~~ as short as possible, containing all the essential information needed for the safe conduct of the flight, and ~~should be~~ ready for inclusion in PIB. ~~In this connection, it should be pointed out that~~ It is the responsibility of the AIS to issue the NOTAM from information it receives from the relevant sources (other technical departments etc.). Changing the text (not the substance) of the message to fit in the NOTAM Format is the responsibility of AIS, and is usually done in coordination with the relevant source. Furthermore, **instruct** the sources providing AIS ~~NOT~~ with the information ~~should be instructed~~ to keep the message as short as possible (preferably not exceeding 300 characters) and to restrict the information ~~to be~~ included in the NOTAM to the bare essentials.

~~(5.2.2.1 Ax 15 (App A8))~~ When NOTAM is selected for international distribution, **include** English text ~~shall be included~~ for those parts expressed in plain language. **This requirement is intended to assist the majority of those engaged in civil aviation.**

~~(Ax 15 App 6)~~ The text in item E) ~~shall be clear and concise in order to provide a suitable PIB entry~~. In the case of NOTAMC, **include** a subject reference and status message ~~shall be included~~ to enable accurate plausibility checks.

Examples:

E) **ILS RWY 14 U/S**

E) **RWY 10/28 CLSD**

E) **ACFT STANDS 25 TO 30 AND 37 TO 40 CLSD DUE TO WIP ON APRON 1.**

~~(Doc 8126 app A)~~

Example:

E) **RWY 25R LLZ RESUMED NORMAL OPS**

~~2.3.22.3 (OPADD)~~ Give the essentials of the information in the beginning of Item E).

Example:

E) ACFT STANDS 25 TO 30 AND 37 TO 40 CLSD DUE TO WIP ON APRON 1.

Instead of:

E) USE CAUTION WHEN TAXIING DUE TO WIP BEHIND ACFT STANDS 37 AND 40 AND FM 30M EAST OF TWY E TO STAND 20. WIP ALSO BTN ACFT STANDS 25 AND EAST OF STAND 27 ON APRON 1. APRON 2 NOT AFFECTED. ACFT STANDS 25 TO 30 AND 37 TO 40 CLSD AS CONSEQUENCE.

Example:

E) CARRIAGE OF 8.33 CHANNEL SPACING RDO EQPT MANDATORY FOR ACFT OPR ABV FL195. REF AIP PAGE GEN 1.5-1 ITEM 3.

Instead of:

E) PLEASE MAKE HAND AMENDMENT IN AIP ON PAGE GEN 1.5-1 ITEM 3. RADIO EQUIPMENT REQUIREMENTS. DELETE: 'AND FURTHER TO THE EUROCONTROL DELAY DECISION AGREED ON 23 JUL 98' AND AMEND TO READ: 'CHAPTER 4.0 ON AIR-GROUND COMMUNICATIONS AND IN-FLIGHT REPORTING' DELETE: 'AS OF 7 OCT 99 FOR AIRCRAFT OPERATING ABOVE FL245' AND AMEND TO READ: 'AS OF 15 MAR 07 FOR AIRCRAFT OPERATING ABOVE FL195' LAST PARAGRAPH CHANGE, DELETE: 'FL245' AND AMEND TO READ: 'FL195'.

Meaning: The text is kept as short as possible, containing all the essential information and ready for inclusion in PIB.

~~2.3.22.5(OPADD)~~ Relate text in Item E) to one NOTAM subject only, except in case of a Trigger NOTAM.

~~2.3.22.6(OPADD)~~ Item E) may contain abbreviations contained in Doc 8400 (e.g. N, SE, FT, GND, AMSL, NM, DEG etc.). There should be no blank between the value and the unit of measurement (e.g. 3000FT). But a reference datum should be separated from the unit of measurement by a blank (e.g. 3000FT AMSL). Do not use other character (e.g. "/", "-"...).

Frequencies indicated in MHZ display always all seven characters e.g. 112.650MHZ. Frequencies indicated in KHZ display up to five characters. The '0' after the dot may be omitted e.g. 312KHZ, 310.5KHZ.

Do not use other abbreviations (e.g. those abbreviations listed at GEN 2.2 in AIP but marked as 'not included in Doc 8400'). Always consider the NOTAM users' understanding (e.g. use of 'CW' and 'CCW' for 'clockwise' and 'counter-clockwise' is likely to result in user confusion and or query).

Examples:

E) ILS DME RWY 25R U/S.

E) CRANE PSN 500545.12N 0141556.19E ERECTED 190M S OF RWY 13/31 AXIS, 1300M BEHIND THR RWY 31, MAX ELEV 390.3M, MAX HGT 20.7M AGL.

~~2.3.22.7(OPADD)~~ Do not abbreviate the cardinal points and their combinations in connection with TWY.

Example:

E) TWY A AND C EAST OF RWY 10/28 CLSD.

Instead of:

E) TWY A AND C E OF RWY 10/28 CLSD.

~~(Doc 8126 app A)~~ Do not repeat the lateral limits of an area published in AIP or AIP SUP ~~are not being repeated in Item E),~~ refer to the name of that area ~~is referred to~~ instead.

2.3.22.14(OPADD) For airspace organisation subjects, the name of airspace organisation has to be present whenever it is intended also as en-route NOTAM (scope E and AE).

Examples:

E) TMA NIBORD SECTOR 14 DEACTIVATED.

If lateral limits of an area are not published in AIP or AIP SUP, **express** the coordinates ~~shall be expressed~~ in accordance with the following to ensure readability:

- a) The points defining lateral limits of an irregular shape area must be enumerated in clockwise order separated by a hyphen “-”. The last point on the list must be the same as the first point.

Example:

E) AIR DISPLAY WILL TAKE PLACE WI LATERAL LIMITS: 470812N 0283830W (NDB EKO) - 471508N 0283455W (VILLAGE ROCKBY) - 470445N 0284047W - 470812N 0283830W (NDB EKO).
F) GND G) 3000FT AMSL)

- b) A circular shape area is defined by the word ‘RADIUS’ followed by the value of the radius and its abbreviated unit of measurement followed by the words CENTRE followed by coordinates of the centre of the circle.

Example:

E) AIR DISPLAY WILL TAKE PLACE WITHIN RADIUS 5KM CENTRE 4945N 02405W (NIBORD AD).
F) GND) G) 5000M AMSL

- c) In Item E) the latitude is presented in DDMM[SS.s]H where DD denotes degrees; MM denotes minutes; SS **optional** denotes seconds, s **optional** denotes tenths of seconds; and H denotes hemisphere, N for North or S for South.
- d) In Item E) the longitude is presented in DDDMM[SS.s]H where DDD denotes for degrees; MM denotes minutes; SS **optional** denotes; s **optional** denotes tenth of seconds; and H denotes hemisphere, W for West or E for East.
- e) The resolution used for coordinates must conform to the aeronautical data quality requirements listed in Appendix 7 of Annex 15 .e.g. do not use tenth of a minute.

An e-mail address is inserted in Item E) with the @ symbol replaced by the string “(A)”.

Lower limit Items F)

~~(Doc 8126/6 App A)~~ These items are normally applicable to navigation warnings or airspace restrictions, but can be used for any other applicable subjects, and are usually part of the PIB entry. Insert both lower and upper limits of activities or restrictions, clearly indicating the same reference datum and unit of measurement in both fields. The use of both metres and feet is discouraged as this may lead to confusion.

INSERT F) the lower limit as SFC (surface), GND (ground level) an altitude in ~~metres~~ meters or feet above mean sea level (e.g. ~~“2000M AMSL” or “6500FT AMSL”~~) a height above ground (e.g. ~~“1000M AGL”~~) or a flight level (e.g. ~~“FL100”~~). ~~The abbreviation 000 may not be used.~~

The value and the unit of measurement (M or FT) must be consecutive without a blank. The reference indication (AGL, AMSL) must follow the unit of measurement and be separated by a blank character only. **Do not use the abbreviation 000.**

Example:

F) 2000M AMSL

F) 6500FT AMSL

Meaning: Altitudes in metres and feet above mean sea level.

F) 1000M AGL

Meaning: A height above ground.

F) FL100

Meaning: A flight level.

Upper limit Items G)

INSERT G) the upper limit as an altitude either in metres or feet above mean sea level (e.g. ~~“5000M AMSL” or “16500FT AMSL”~~), a height above the ground (e.g. ~~“6000M AGL” or “19700FT AGL”~~), a flight level (e.g. ~~“FL200”~~) or as UNL (unlimited) if applicable. ~~The abbreviation 999 may not be used.~~

The value and the unit of measurement (M or FT) must be consecutive without a blank. The reference indication (AGL, AMSL) must follow the unit of measurement and be separated by a blank character only. **Do not use the abbreviation 999.**

Example:

F) **GND** G) **30000FT AMSL**

Meaning: From ground level up to an altitude of 30 000 ft above mean sea level.

Cross-reference to AIP/ or AIP Supplement

[5.2.11]

~~6.3.106.~~ Include appropriate cross- reference to the affected AIP or AIP Supplement when ~~When a~~ NOTAM contains permanent or temporary information of long duration ~~that renders necessary an AIP Amendment or AIP Supplement the text must include an appropriate cross- reference to the affected AIP or AIP Supplement and make an annotation must be made accordingly, even when the information is of a temporary nature.~~ This informs the user of the AIP or AIP Supplement that there is information outstanding against a particular entry.

~~6.3.116.~~ When a NOTAM contains temporary information of short duration ~~that do not render necessary the consultation of an AIP Amendment or AIP Supplement to have the full information,~~ AIP references must

not be annotated in the NOTAM. This informs the user of the NOTAM that the text of the NOTAM is conveying the totality of the information.

Naming of locations

[3.6.2, 5.2.12]

~~6.3.126.~~ Location indicators included in the text of NOTAM must be those contained in Location indicators (Doc 7910) and do not use curtailed forms of these indicators, ~~must not be used.~~ In NOTAM containing information concerning a location that has not been assigned a ~~an~~ ICAO location indicator, ~~give~~ the name of the location ~~must be given~~ in plain language, spelled in conformity with local usage and transliterated when necessary into the Latin alphabet.

6.7 INSTRUCTIONS AND GUIDANCE FOR COMPLETION OF THE TRIGGER NOTAM

~~3.1(App A)~~ **6.7.1** Trigger NOTAM is issued in accordance with the same instructions as for any other NOTAM with the following exceptions:

~~6.1.9~~ **Issue a** A trigger NOTAM is issued:

- a) in the appropriate NOTAM series, according to the information it contains;

Note.— Trigger NOTAM are never published in Series T which is reserved for NOTAM processing units in cases when basic operational information was not “triggered” by the issuing NOFAIS.

- b) for a single location (FIR or aerodrome) only, but may include information on different subjects related to the location in order to reduce the number of NOTAM to be published.

Qualifiers **line** (Item Q)

NOTAM CODE

INSERT the five letter NOTAM code followed by a stroke; fourth and fifth letters (condition) always contain the letters TT.

~~Select the~~ The second and third letters (subject) ~~must be selected~~ from the ~~PANS ABC (Doc 8400)~~ NOTAM Code and ~~do not select must never be~~ the letters XX. If there is no suitable selection, use FA for aerodromes and AF for FIR. In the case of multiple subjects for the same aerodrome or FIR, ~~select~~ the second and third letters ~~must be selected~~ according to the subject of highest operational importance.

~~The fourth and fifth letters (condition) must always contain the letters TT.~~ This exclusive TT condition must be used in trigger NOTAM regardless of the subject of NOTAM code.

Note.— Condition TT may be used to retrieve specific trigger NOTAM from any issuing AIS ~~NOF~~ and can also be used to include/ or exclude trigger NOTAM in/ or from PIB at a specific time before their effective date.

PURPOSE

INSERT BO, followed by a stroke.

As trigger NOTAM are issued relative only to information of operational significance, the qualifier ~~PURPOSE~~

Purpose must relate to BO.

SCOPE

INSERT one or two of the letters bellow, followed by a stroke.

- A = Aerodrome
- E = En-route
- W = Nav Warning

TRAFFIC

INSERT one or two of the letters bellow, followed by a stroke.

- I = IFR
- V = VFR

In the case of multiple subjects for the same aerodrome or FIR and even though only the subject of highest operational significance is listed in the NOTAM code, the qualifiers Scope and Traffic must be selected to cover all subjects.

3.1.2 From Items B)

INSERT B) followed by ten digits date-time group giving year, month, day, hours and minutes in UTC.

Trigger NOTAM must contain in Item B) the AIRAC effective date/time of the AIRAC AIP Amendment or AIRAC AIP Supplement.

Example:

B) 0603161000 (AIRAC effective date/time)

3.1.2 To Items C)

INSERT C) followed by ten digits date-time group giving year, month, day, hours and minutes in UTC.

As trigger NOTAM must remain valid for a period of 14 days after the effective date of an amendment or supplement, **ensure that** Item C) ~~shall~~ contains the AIRAC effective date/ **and** time plus 14 days.

Example:

C) 0603301000 (AIRAC effective date/time + 14 days)

When the information published by an AIRAC AIP Supplement has a duration that is shorter than 14 days, Item C) of a trigger NOTAM must have the date and time when the information published in the AIP Supplement will expire.

A trigger NOTAM is generally self-cancelling at the date time specified in Item C). In the case that the information contained in an AIRAC AIP Supplement becomes invalid before this date, the trigger NOTAM may be cancelled or replaced if the AIRAC AIP Supplement remains valid for a short period.

3.1.3 Text of NOTAM Item E)

INSERT E) ~~The text in Item E) should not exceed 300 characters and must always start with the~~ The words "TRIGGER NOTAM" ~~(followed, only in the case of an AIP Amendment, followed by the~~ followed by the abbreviation PERM), a reference number of the published AIRAC AIP Amendment or AIRAC AIP Supplement concerned, the effective and end date of validity (or the effective date only in the case of PERM) and a brief description of its content. ~~The text should not exceed 300 characters.~~

Note.— PERM or end of validity is inserted in Item E) to stress that the information published by the referenced AIP Amendment or AIP Supplement is of a permanent nature or of planned duration respectively while the trigger NOTAM contains an end date as per Item C).

Trigger NOTAM relative to AIRAC AIP Amendments

3.2.4 AIRAC AIP Amendments represent permanent operational changes to the AIP on a predefined AIRAC effective date. ~~The text in Item E) shall include~~ Include an indication that permanent changes are taking place ~~in the text in Item E).~~

Example AIRAC AIP Amendments:

Q) ~~LOWEACC~~/QARTT/II/BO/E/245/999/4720N01330E999
 A) ~~LOWEADD~~ B) 0603161000 C) 0603301000
 E) TRIGGER NOTAM — PERM AIRAC AIP AMDT 3/06 WEF 16MAR2006 IMPLEMENTATION OF NEW ATS ROUTE UA15

Trigger NOTAM relative to AIRAC AIP Supplements

3.3.4 AIRAC AIP Supplements represent temporary operational changes of long duration (three months or longer) or operational changes of short duration containing extensive text or graphics.

Example AIRAC AIP Supplements:

A0034/06 NOTAMN
 Q) ~~ESAAEACC~~/QFATT/IV/BO/A/000/999/5739N01217E005
 A) ~~ESGGEADA~~ B) 0604131000 C) 0604271000
 E) TRIGGER NOTAM — AIRAC AIP SUP 14/06 WEF 13APR2006 TIL 25MAY2006 USE OF AERODROME RESTRICTED DUE TO MAJOR CONSTRUCTION WORK.

3.3.2—Generally, changes to a given AIRAC AIP Supplement are announced by replacing it by another AIRAC AIP Supplement and the normal rules for trigger NOTAM apply. However changes of short duration, of short notice or of temporary nature such as short notice notification of an earlier end of validity or notification of the activation of information described in the AIP SUP are announced by normal NOTAM ~~referring~~ referring to the AIP SUP.

Examples:

A0115/08 NOTAMN
 Q) ~~ESAAEACC~~/QMDCH/IV/BO/A/000/999/5739N01217E005
 A) ~~ESGGEADA~~ B) 0804120637 C) 0805112359
 E) RWY 03/21 TORA 2800M. REF AIRAC AIP SUP 14/08.

A0127/08 NOTAMN
 Q) ~~ESAAEACC~~/QFALT/IV/BO/A/000/999/5739N01217E005
 A) ~~ESGGEADA~~ B) 0804230000 C) 0805112359
 E) REF AIRAC AIP SUP 14/08 WORKS COMPLETED. RESTRICTIONS ON THE USE OF AERODROME

NO LONGER IN FORCE.

6.8 INSTRUCTIONS AND GUIDANCE FOR COMPLETION OF THE CHECKLIST OF NOTAM AND LIST OF VALID NOTAM

~~5.2.13.1(Ax15)~~ A checklist of NOTAM shall refer **Refer** to the latest AIP Amendments, AIP Supplements and at least the internationally distributed AIC in the checklist of NOTAM.

~~5.2.13.2(Ax15)~~ **Ensure that the** A-checklist of NOTAM shall have the same distribution as the actual message series to which they refer and ~~shall be~~ **is** clearly identified as checklist.

~~(A-4)~~ Checklists are issued as NOTAMR and are completed as follows:

Qualifiers **line in Item Q)**

INSERT the FIR ICAO location indicator or;

the ICAO nationality letters of the State originating the NOTAM followed by XX, or XXX if there is more than one FIR in a State or;

the ICAO nationality letters of the issuing AIS followed by XX, or XXX if publishing for FIR in different States;

followed by a stroke.

~~FIR~~

~~the FIR indicator; or~~

~~the State indicator letter(s) followed by XX, or XXX if there is more than one FIR in a State; or~~

~~the State indicator of the issuing NOF followed by XX, or XXX if publishing for FIR in different States.~~

NOTAM CODE

INSERT the five letters NOTAM code QK K K K K followed by a stroke.

~~the dedicated NOTAM Code QK K K K K.~~

~~TRAFFIC, PURPOSE and SCOPE~~

~~K – NOTAM is a checklist~~

TRAFFIC

INSERT K followed by a stroke.

PURPOSE

INSERT K followed by a stroke.

SCOPE

INSERT K followed by a stroke.

Note.— The NOTAM code QKKKK and the qualifier K for ~~TRAFFIC, PURPOSE~~ Traffic, Purpose and ~~SCOPE~~ Scope are used to allow selective retrieval of the checklist. This also prevents the checklist from appearing in the pre-flight information bulletin (PIB).

LOWER/UPPER

_____ default values 000/999

INSERT 000 followed by a stroke.

UPPER

INSERT 999 followed by a stroke.

COORDINATES, RADIUS

INSERT The geographical coordinates of the centre of the FIR(s) listed in Item A), followed by in four-digit followed by N or S followed by five-digit followed by E or W and the default radius 999.

Identification of ICAO location indicator Item A)

INSERT Item A) must contain ICAO location indicator including the FIR or a list of all the FIRs to which the checklist relates.

From Item B)

INSERT B) followed by ten-digit date-time group giving year, month, day, hours and minutes in UTC, the date-time group is the actual date and time of the NOTAM origination.

The current checklist NOTAMR replaces the previous checklist with immediate effect. Consequently Item B) is the issuing time of the checklist and supersedes the previous one immediately.

To Item C)

INSERT C) followed by ten-digit date-time group giving year, month, day, hours and minutes in UTC, the date-time group is one month the date of issue, followed by EST.

The checklist is issued with an estimated validity of not more than one month. Item C) is indicated as one month after the date of issue, followed by EST.

Text of NOTAM Item E)

INSERT Item E) is divided into two sections:

First section:

- begins with the keyword “CHECKLIST”;

- contains the list of the valid NOTAM numbers, which have been promulgated in the same series as the checklist, in a format suitable for automatic and manual processing;

Note 1.— The list must not contain the number of the replaced NOTAM checklist or its own NOTAM checklist number.

Note 2.— Each NOTAM number (always four digits) is separated by a blank with no other punctuation mark.

- groups NOTAM by year, using the word “YEAR” and the “=” sign, followed by the four-digit year of publication without blanks (e.g. YEAR=2002).

Note.— Each indicator of a different year must start on a new line.

Second section:

- begins with the words “LATEST PUBLICATIONS”;
- contains the list of the latest publications, in a format suitable for manual processing only.

Note 1.— Whenever the numbering of AIP Amendments takes place on a yearly basis, a reference to the year of publication must be added to the number.

Note 2.— Checklists must contain the numbers of the NOTAM incorporated in a normal AIP Amendment or AIP Supplement until the time that these NOTAM are cancelled by the publication of a NOTAMC.

Example:

(A0037/03 NOTAMR A0016/03
 Q) ~~LEAXX/QK~~KKK/K/K/K/000/999/4323N01205E999
 A) ~~LIBB-LIMM-LIR~~REACC B) 0303310900 C) 0304300900EST
 E) CHECKLIST
 YEAR=2001 0101 0232 0244 0288 0345 0511
 YEAR=2002 0101 0104 0347 0601 0653 0674 0687
 YEAR=2003 0004 0006 0009 0010 0011 0012 0014 0018 0025 0027 0029 0034 0035
 LATEST PUBLICATIONS
 AIRAC AIP AMDT 004/03 EFFECTIVE 20 APR 00
 AIP SUP 001/03
 AIP AMDT 413
 AIC A001/03

Differentiating between IFR or VFR publications (volumes) can be stated, if so required:

AIP SUP VFR 001/03
 AIP SUP IFR 002/03
 AIRAC AIP AMDT IFR 004/03 EFFECTIVE 20 APR 03

Erroneous checklists

When the publication of a checklist contains an error, the following procedures will apply:

~~Error:~~ A valid NOTAM number was not inserted in the checklist.

- a) if the omitted NOTAM is in force, a NOTAMR must be published replacing the omitted NOTAM with a new number;
- b) if the omitted NOTAM is not yet in force, a NOTAMC and NOTAMN ~~shall be~~ **is** issued.

~~Error:~~ An invalid NOTAM number was erroneously inserted in the checklist.

- A revised checklist (NOTAMR replacing the erroneous checklist) must be published without the invalid NOTAM number (no correct version).

This procedure will allow for consistency of the data in the databases of all recipients, whatever the method used to process checklists.

List of valid NOTAM

Figure ~~6-16-2~~ contains a specimen format for the monthly plain-language list of valid NOTAM.

TEL: 0123 697 3464
 FAX: 0123 697 3474
 Telex: 99 1236
 AFS: EADDYAYX
 E-mail: AIS@donc.xx

REPUBLIC OF DONLON*
 DEPARTMENT OF CIVIL AVIATION
 AERONAUTICAL INFORMATION SERVICE
 P.O. BOX 744
 DONLON CITY

NOTAM LIST
 Series A

0401 SEP
 20032011

THE FOLLOWING NOTAM SERIES A WERE STILL VALID ON 4 01 SEP 20032011. NOTAM NOT INCLUDED HAVE BEEN CANCELLED, TIME EXPIRED, SUPERSEDED BY AIP SUPPLEMENT OR INCORPORATED IN THE AIP DONLON*.

SERIES A

FIR

EACC – AMSWELL*DONLON FIR

A0463/0311 From 0307241200 to 0310312359 EST, Trigger NOTAM AIP SUP 7/03, exercise area Blue Angel active, SFC to 1525 M, contact authority: Donlon RCC. **EXERCISE**
 FROM 08 AUG [EN354]1200 TO 04 SEP 1200
 EXERCISE AREA BLUE ANGEL ACTIVE. CONTACT AUTHORITY: AMSWELL
 RCC.
 LOWER: SFC UPPER: 1525M AMSL

A0562/0311 From 0309090630 to 0310011800, period SEP 0917, 2930 and OCT 01, Daily 06301800, PJE in area circle with radius of 10 KM centred on N **PJEVOR/DME**
 E, from SFC to 5000 M.
 FROM 08 SEP 0530 TO 15 SEP 1600
 DAILY 0530-1600
 DVOR/DME FLO FREQ 114.6 MHZ CH93X U/S.

ADAERODROMES

EADD – DONLON/INTERNATIONAL*

A0545/11 From 0308020615 to 0309102359 EST, Locator Ident KL 411 KHZ U/S **LOCATOR**
 FROM 03 SEP 0615 TO 05 SEP 2359 EST
 LOCATOR IDENT KL 411 KHZ U/S.

From 0308070815 to 0209312000, ILS GP RWY 27 331.400 MHZ CAT I only **ILS**

EADM –HOLMSTOCK/LANDA

..... etc **ILS**
A0470/11 FROM 08 JUL 0815 TO 02 SEP 12000
 ILS GP RWY 27 331.400 MHZ CAT I ONLY

LATEST AIP AMENDMENTS:

AIRAC AIP AMENDMENT: 042 DATED 13 JUL 20032011
 AIP AMENDMENT: 052 DATED 1 SEP 20032011

AIP SUPPLEMENTS IN FORCE: 04/02; 07/02; 16/02; 01/03; 03/03; 04/03 12/10, 21/10, 01/11, 03/11, 06/11.

AIC SERIES A IN FORCE:

NR 3; 6; 9 of 20002008

NR 2; 5; 7 of 20012009
NR 3; 6; 9; 13 of 20022010
NR 2; 3; 5; 7 of 20032011

*Fictitious State, FIR and aerodromes

Figure 6-16-2. Example of monthly printed plain-language list of valid NOTAM

END OF INSTRUCTIONS

SNOWTAM FORMAT

(COM heading)	(PRIORITY INDICATOR)		(ADDRESSES)												<<≡		
	(DATE AND TIME OF FILING)					(ORIGINATOR'S INDICATOR)										<<≡	
(Abbreviated heading)	(SWAA* SERIAL NUMBER)					(LOCATION INDICATOR)			DATE/TIME OF OBSERVATION						(OPTIONAL GROUP)		
	S	W	*	*													<<≡(

SNOWTAM	(Serial number)	→
(AERODROME LOCATION INDICATOR)	A)	→
(DATE/TIME OF OBSERVATION (<i>Time of completion of measurement in UTC</i>))	B)	→
(RUNWAY DESIGNATORS)	C)	→
(CLEARED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH (<i>m</i>))	D)	→
(CLEARED RUNWAY WIDTH, IF LESS THAN PUBLISHED WIDTH (<i>m</i> ; if offset left or right of centre line add "L" or "R"))	E)	→
(DEPOSITS OVER TOTAL RUNWAY LENGTH <i>(Observed on each third of the runway, starting from threshold having the lower runway designation number)</i> NIL — CLEAR AND DRY 1 — DAMP 2 — WET or water patches 3 — RIME OR FROST COVERED (<i>depth normally less than 1 mm</i>) 4 — DRY SNOW 5 — WET SNOW 6 — SLUSH 7 — ICE 8 — COMPACTED OR ROLLED SNOW 9 — FROZEN RUTS OR RIDGES)	F)	→
(MEAN DEPTH (<i>mm</i>) FOR EACH THIRD OF TOTAL RUNWAY LENGTH)	G)	→
(FRICTION MEASUREMENTS ON EACH THIRD OF RUNWAY AND FRICTION MEASURING DEVICE MEASURED OR CALCULATED COEFFICIENT or ESTIMATED SURFACE FRICTION 0.40 and above GOOD — 5 0.39 to 0.36 MEDIUM/GOOD — 4 0.35 to 0.30 MEDIUM — 3 0.29 to 0.26 MEDIUM/POOR — 2 0.25 and below POOR — 1 9 — unreliable UNRELIABLE — 9 (<i>When quoting a measured coefficient, use the observed two figures, followed by the abbreviation of the friction measuring device used. When quoting an estimate, use single digit</i>)	H)	→
(CRITICAL SNOWBANKS (<i>If present, insert height (cm)/distance from the edge of runway (m) followed by "L", "R" or "LR" if applicable</i>))	J)	→
(RUNWAY LIGHTS (<i>If obscured, insert "YES" followed by "L", "R" or both "LR" if applicable</i>))	K)	→
(FURTHER CLEARANCE (<i>If planned, insert length (m)/width (m) to be cleared or if to full dimensions, insert "TOTAL"</i>))	L)	→
(FURTHER CLEARANCE EXPECTED TO BE COMPLETED BY . . . (<i>UTC</i>))	M)	→
(TAXIWAY (<i>If no appropriate taxiway is available, insert "NO"</i>))	N)	→
(TAXIWAY SNOWBANKS (<i>If more than 60 cm, insert "YES" followed by distance apart, m</i>))	P)	→
(APRON (<i>If unusable insert "NO"</i>))	R)	→
(NEXT PLANNED OBSERVATION/MEASUREMENT IS FOR) (<i>month/day/hour in UTC</i>)	S)	→
(PLAIN-LANGUAGE REMARKS (<i>Including contaminant coverage and other operationally significant information, e.g. sanding, de-icing</i>))	T)) <<≡
NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2. 2. Information on other runways, repeat from C to P. 3. Words in brackets () not to be transmitted.		

SIGNATURE OF ORIGINATOR (*not for transmission*)

Figure 6-A-5 SNOWTAM Format
INSTRUCTIONS FOR THE COMPLETION OF THE SNOWTAM FORMAT

1. General

- a) When reporting on two or three runways, repeat Items C to P inclusive.
- b) Items, together with their indicator, must be dropped completely where no information is to be included.
- c) Metric units must be used and the unit of measurement not reported.
- d) The maximum validity of SNOWTAM is 24 hours. New SNOWTAM must be issued whenever there is a significant change in conditions. The following changes relating to runway conditions are considered as significant:
 - 1) a change in the coefficient of friction of about 0.05;
 - 2) changes in depth of deposit greater than the following: 20 mm for dry snow, 10 mm for wet snow, 3 mm for slush;
 - 3) a change in the available length or width of a runway of 10 per cent or more;
 - 4) any change in the type of deposit or extent of coverage which requires reclassification in Items F or T of the SNOWTAM;
 - 5) when critical snow banks exist on one or both sides of the runway, any change in the height or distance from centre line;
 - 6) any change in the conspicuity of runway lighting caused by obscuring of the lights;
 - 7) any other conditions known to be significant according to experience or local circumstances.
- e) The abbreviated heading "TTAAiiii CCCC MMYGGg (BBB)" is included to facilitate the automatic processing of SNOWTAM messages in computer data banks. The explanation of these symbols is:

TT = data designator for SNOWTAM = SW;

AA = geographical designator for States, e.g. LF = FRANCE, EG = United Kingdom (see *Location Indicators* (Doc 7910), Part 2, Index to Nationality Letters for Location Indicators);

iiii = SNOWTAM serial number in a four-figure digit group;

CCCC = four-letter location indicator of the aerodrome to which the SNOWTAM refers (see *Location Indicators* (Doc 7910));

MMYGGg = date/time of observation/measurement, whereby:

MM = month, e.g. January = 01,

December = 12

YY = day of the month

GGg = time in hours (GG) and

minutes (gg) UTC;

(BBB) = optional group for:

Correction to SNOWTAM message previously disseminated with the same serial number = COR.

Note.— Brackets in (BBB) are used to indicate that this group is optional.

Example:

Abbreviated heading of SNOWTAM No. 149 from Zurich, measurement/observation of 7 November at 0620 UTC:

SWLS0149 LSZH 11070620

2. Item A

Aerodrome location indicator (four-letter location indicator).

3. Item B

Eight-figure date/time group — giving time of observation as month, day, hour and minute in UTC; this item must always be completed.

4. Item C

Lower runway designator number.

5. Item D

Cleared runway length in metres, if less than published length (see Item T on reporting on part of runway not cleared).

6. Item E

Cleared runway width in metres, if less than published width; if offset left or right of centre line, add “L” or “R”, as viewed from the threshold having the lower runway designation number.

7. Item F

Deposit over total runway length as explained in SNOWTAM Format. Suitable combinations of these numbers may be used to indicate varying conditions over runway segments. If more than one deposit is present on the same portion of the runway, they should be reported in sequence from the top to the bottom. Drifts, depths of deposit appreciably greater than the average values or other significant characteristics of the deposits may be reported under Item T in plain language.

Note.— Definitions for the various types of snow are given at the end of this Appendix.

8. Item G

Mean depth in millimetres deposit for each third of total runway length, or “XX” if not measurable or operationally not significant; the assessment to be made to an accuracy of 20 mm for dry snow, 10 mm for wet snow and 3 mm for slush.

9. Item H

Friction measurements on each third of the runway and friction measuring device. Measured or calculated

coefficient (two digits) or, if not available, estimated surface friction (single digit) in the order from the threshold having the lower runway designation number. Insert a code 9 when surface conditions or available friction measuring device do not permit a reliable surface friction measurement to be made. Use the following abbreviations to indicate the type of friction measuring device used:

BRD Brakemeter-Dynometer
 GRT Grip tester
 MUM Mumeter
 RFT Runway friction tester
 SFH Surface friction tester (high-pressure tire)
 SFL Surface friction tester (low-pressure tire)
 SKH Skiddometer (high-pressure tire)
 SKL Skiddometer (low-pressure tire)
 TAP Tapley meter

If other equipment is used, specify in plain language.

10. Item J

Critical snowbanks. If present insert height in centimetres and distance from edge of runway in metres, followed by left ("L") or right ("R") side or both sides ("LR"), as viewed from the threshold having the lower runway designation number.

11. Item K

If runway lights are obscured, insert "YES" followed by "L", "R" or both "LR", as viewed from the threshold having the lower runway designation number.

12. Item L

When further clearance will be undertaken, enter length and width of runway or "TOTAL" if runway will be cleared to full dimensions.

13. Item M

Enter the anticipated time of completion in UTC.

14. Item N

The code for Item F may be used to describe taxiway conditions; enter "NO" if no taxiways serving the associated runway are available.

15. Item P

If applicable, enter "YES" followed by the lateral distance in metres.

16. Item R

The code for Item F may be used to describe apron conditions; enter "NO" if the apron is unusable.

17. Item S

Enter the anticipated time of next observation/ measurement in UTC.

18. Item T

Describe in plain language any operationally significant information but always report on length of uncleared runway (Item D) and extent of runway contamination (Item F) for each third of the runway (if appropriate) in accordance with the following scale:

Runway contamination — 10% — if less than 10% of runway contaminated

Runway contamination — 25% — if 11–25% of runway contaminated

Runway contamination — 50% — if 26–50% of runway contaminated

Runway contamination — 100% — if 51–100% of runway contaminated.

**EXAMPLE OF COMPLETED
SNOWTAM FORMAT**

GG EHAMZQZX EDDFZQZX EKCHZQZX

070645 LSZHNYX

SWLS0149 LSZH 11070620

(SNOWTAM 0149

A) LSZH B) 11070620 C) 02 D) ... P)

C) 09 D) ... P)

C) 12 D) ... P)

R) NO S) 11070920 T) DEICING)

Definitions of the various types of snow

Slush. Water-saturated snow which with a heel-and-toe slap-down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8.

Note.— Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.

Snow (on the ground)

- a) *Dry snow.* Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35.
- b) *Wet snow.* Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5.
- c) *Compacted snow.* Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.

END OF INSTRUCTIONS

ASHTAM FORMAT

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSEE INDICATOR(S)) ¹																
	(DATE AND TIME OF FILING)						(ORIGINATOR'S INDICATOR)											
(Abbreviated heading)	(VA* ² SERIAL NUMBER)						(LOCATION INDICATOR)			DATE/TIME OF ISSUANCE						(OPTIONAL GROUP)		
	V	A	*2	*2														

ASHTAM	(SERIAL NUMBER)
(FLIGHT INFORMATION REGION AFFECTED)	A)
(DATE/TIME (UTC) OF ERUPTION)	B)
(VOLCANO NAME AND NUMBER)	C)
(VOLCANO LATITUDE/LONGITUDE OR VOLCANO RADIAL AND DISTANCE FROM NAVAID)	D)
(VOLCANO LEVEL OF ALERT COLOUR CODE, INCLUDING ANY PRIOR LEVEL OF ALERT COLOUR CODE) ³	E)
(EXISTENCE AND HORIZONTAL/VERTICAL EXTENT OF VOLCANIC ASH CLOUD) ⁴	F)
(DIRECTION OF MOVEMENT OF ASH CLOUD) ⁴	G)
(AIR ROUTES OR PORTIONS OF AIR ROUTES AND FLIGHT LEVELS AFFECTED)	H)
(CLOSURE OF AIRSPACE AND/OR AIR ROUTES OR PORTIONS OF AIR ROUTES, AND ALTERNATIVE AIR ROUTES AVAILABLE)	I)
(SOURCE OF INFORMATION)	J)
(PLAIN-LANGUAGE REMARKS)	K)
<p>NOTES:</p> <p>1. See <i>Handbook on the International Airways Volcano Watch (IAVW)</i> (Doc 9766).</p> <p>2. *Enter ICAO nationality letter as given in ICAO Doc 7910, Part 2.</p> <p>3. See paragraph 3.5 below.</p> <p>4. Advice on the existence, extent and movement of volcanic ash cloud G) and H) may be obtained from the Volcanic Ash Advisory Centre(s) responsible for the FIR concerned.</p> <p>5. Item titles in brackets () not to be transmitted.</p>	

SIGNATURE OF ORIGINATOR (*not for transmission*)**Figure 6-A-6 ASHTAM Format**

INSTRUCTIONS FOR THE COMPLETION OF THE ASHTAM FORMAT

1. General

1.1 The ASHTAM provides information on the status of activity of a volcano when a change in its activity is, or is expected to be, of operational significance. This information is provided using the volcano level of alert colour code given in 3.5 below.

1.2 In the event of a volcanic eruption producing ash cloud of operational significance, the ASHTAM also provides information on the location, extent and movement of the ash cloud and the air routes and flight levels affected.

1.3 Issuance of an ASHTAM giving information on a volcanic eruption, in accordance with section 3 below, should not be delayed until complete information A) to K) is available but should be issued immediately following receipt of notification that an eruption has occurred or is expected to occur, or a change in the status of activity of a volcano of operational significance has occurred or is expected to occur, or an ash cloud is reported. In the case of an expected eruption, and hence no ash cloud evident at that time, items A) to E) should be completed and items F) to I) indicated as “not applicable”. Similarly, if a volcanic ash cloud is reported, e.g. by special air-report, but the source volcano is not known at that time, the ASHTAM should be issued initially with items A) to E) indicated as “unknown”, and items F) to K) completed, as necessary, based on the special air-report, pending receipt of further information. In other circumstances, if information for a specific field A) to K) is not available indicate “NIL”.

1.4 The maximum period of validity of ASHTAM is 24 hours. New ASHTAM must be issued whenever there is a change in the level of alert.

2. Abbreviated heading

Following the usual AFTN communications header, the abbreviated heading “TT AAiiii CCCC MMYGGg (BBB)” is included to facilitate the automatic processing of ASHTAM messages in computer data banks. The explanation of these symbols is:

TT = data designator for ASHTAM = VA;

AA = geographical designator for States, e.g. NZ = New Zealand (see *Location Indicators* (Doc 7910), Part 2, Index to Nationality Letters for Location Indicators);

iiii = ASHTAM serial number in a four-figure group;

CCCC = four-letter location indicator of the flight information region concerned (see *Location Indicators* (Doc 7910), Part 5, Addresses of Centres in Charge of FIR/UIR);

MMYYGGg = date/time of report, whereby:

MM = month, e.g. January = 01, December = 12

YY = day of the month

GGg = time in hours (GG) and minutes (gg) UTC;

(BBB) = Optional group for correction to an ASHTAM message previously disseminated with the same serial number = COR.

Note.— Brackets in (BBB) are used to indicate that this group is optional.

Example:

Abbreviated heading of ASHTAM for Auckland Oceanic FIR, report on 7 November at 0620 UTC:

VANZ0001 NZZO 11070620

3. Content of ASHTAM

3.1 *Item A* — Flight information region affected, plain-language equivalent of the location indicator given in the abbreviated heading, in this example “Auckland Oceanic FIR”.

3.2 *Item B* — Date and time (UTC) of first eruption.

3.3 *Item C* — Name of volcano, and number of volcano as listed in the ICAO *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691), Appendix F, and on the World Map of Volcanoes and Principal Aeronautical Features. If an ASHTAM has to be created for a volcano not listed in ICAO Doc 9691, the “existence” of the volcano must be promulgated by NOTAM with Item C) containing the abbreviation PERM.

3.4 *Item D* — Latitude/Longitude of the volcano in whole degrees or radial and distance of volcano from NAVAID (as listed in the ICAO *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691), Appendix F, and on the World Map of Volcanoes and Principal Aeronautical Features).

3.5 *Item E* — Colour code for level of alert indicating volcanic activity, including any previous level of alert colour code as shown in Figure 6-A-7:

Level of alert colour code	Status of activity of volcano
RED ALERT	Volcanic eruption in progress. Ash plume/cloud reported above FL 250. <i>or</i> Volcano dangerous, eruption likely, with ash plume/cloud expected to rise above FL 250.
ORANGE ALERT	Volcanic eruption in progress but ash plume/cloud not reaching nor expected to reach FL 250. <i>or</i> Volcano dangerous, eruption likely but ash plume/cloud not expected to reach FL 250.
YELLOW ALERT	Volcano known to be active from time to time and volcanic activity has recently increased significantly, volcano not currently considered dangerous but caution should be exercised. <i>or</i>

Level of alert colour code	Status of activity of volcano
	(After an eruption, i.e. change in alert to yellow from red or orange.) Volcanic activity has decreased significantly, volcano not currently considered dangerous but caution should be exercised.
GREEN ALERT	Volcanic activity considered to have ceased and volcano reverted to its normal state.
<p><i>Note.— The colour code for the level of alert indicating the status of activity of the volcano and any change from a previous status of activity should be provided to the area control centre by the responsible vulcanological agency in the State concerned, e.g. “RED ALERT FOLLOWING YELLOW” OR “GREEN ALERT FOLLOWING ORANGE”.</i></p>	

Figure 6-A-7. Colour code for level of alert

3.6 *Item F* — If volcanic ash cloud of operational significance is reported, indicate the horizontal extent and base/top of the ash cloud using latitude/longitude (in whole degrees) and altitudes in thousands of metres (feet) and/or radial and distance from source volcano. Information initially may be based only on special air-report, but subsequent information may be more detailed based on advice from the responsible meteorological watch office and/or volcanic ash advisory centre.

3.7 *Item G* — Indicate forecast direction of movement of the ash cloud at selected levels based on advice from the responsible meteorological watch office and/or volcanic ash advisory centre.

3.8 *Item H* — Indicate air routes and portions of air routes and flight levels affected, or expected to become affected.

3.9 *Item I* — Indicate closure of airspace, air routes or portions of air routes, and availability of alternative routes.

3.10 *Item J* — Source of the information, e.g. “special air-report” or “vulcanological agency”, etc. The source of information should always be indicated, whether an eruption has actually occurred or ash cloud reported, or not.

3.11 *Item K* — Include in plain language any operationally significant information additional to the foregoing.

END OF INSTRUCTIONS

6.9 INSTRUCTION FOR THE TRANSMISSION AND DISTRIBUTION OF THE NOTAM MESSAGES

Items to be transmitted

~~(PANS-ATM App 2)~~ 6.9.1 Transmit items as indicated hereunder, unless otherwise prescribed:

- a) the items above Message Series, Number and Identifier`
- b) commencing with <<≡ ~~(transmit unless there is no entry to be made against a particular identifier;~~
all symbols and data in the non-shaded boxes i.e ~~(Ax15-App 6)~~ the qualifier line (Item Q) and
all identifiers (Items A) to G) inclusive, each followed by a closing parenthesis, as shown in the
format, ~~shall be transmitted unless there is no entry to be made against a particular identifier,~~
down to the) <<≡
- c) the AFTN Ending, as described below:

End-of-text Signal

- a) one LETTER SHIFT
- b) ~~two~~ **one** CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal

Four of the letter N.

Distribution

[5.3.2, 5.3.3, **5.3.4**]

~~6.2.16.9.2~~ A NOTAM must be distributed on the basis of a request. To the extent practicable,
distribute NOTAM must be distributed via the AFS on the bases of a request. ~~Transmit each~~ Each NOTAM
must be transmitted as a single telecommunication message.

International distribution

~~6.2.46.9.3~~ Originating States are responsible for selecting the NOTAM to be given international
distribution, but due consideration must be given to any stated operational requirements of other States for
both flight planning and pre-flight information purposes. ~~(These requirements are discussed more fully in~~
~~Chapter 3.)~~

~~6.2.56.9.4~~ NOTAM given international distribution must conform, ~~where necessary,~~ with the relevant
provisions of the ICAO communication procedures ~~(Annex 10, Volume II), the ICAO NOTAM Code and~~
~~abbreviations (see Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC,~~
~~Doc 8400)), indicators, identifiers, etc., and plain language where required for clear understanding. When a~~
NOTAM is distributed by means other than the AFS, **give** a six-digit date-time group indicating the date and
time of filing the NOTAM and the identification of the originator ~~must be given~~ preceding the text.

~~Ax 15-5.3.4-6.2.66.9.5~~ International exchange of NOTAM ~~shall~~ **should** take place only as mutually
agreed between the international NOTAM offices concerned. ASHTAM or NOTAM concerning volcanic
activity must include in the address list the MWO associated with the origin as listed in Part 2 of the
International Airways Volcano Watch (IAVW) (Doc 9766), all VAACS and the SADIS/ISCS Gateway **at**

~~EGRRYMYX and at KWBCYMYXEGZZVANW, and shall take account of the requirements of long range operations~~

~~6.2.76.9.6~~ In order to avoid excessive traffic on the AFS, ~~address~~ NOTAM ~~must be addressed~~ only to international NOF and further distribution within the State made by or through delegation from the NOF concerned. ~~State made by or through delegation from the NOF concerned. NOTAM used for notifying volcanic activity and ASHTAM must also be sent to volcanic ash advisory centres and must take into consideration the requirements for long range operations.~~ Furthermore, in exceptional cases, the direct exchange of SNOWTAM between adjacent aerodromes is permitted, should this be operationally necessary and if direct AFS circuits are available. The exchanges between NOF should, as far as practicable, be limited to the pre-ascertained requirements of the receiving States concerned by means of separate series for at least international and domestic flights.

*Note.— Arrangements may be made for direct exchange of SNOWTAM (see **Appendix 2**) between aerodromes/heliports.*

~~6.2.86.9.10~~ Consideration might also be given to the ~~The~~ use of automation in an effort to ~~could~~ improve distribution of NOTAM. With the computer technology now available it ~~should be~~ is possible to store all NOTAM information (and all basic information) in a jointly-administered information facility in each major operating area. This facility could be interrogated for pre-flight information, or route manual or aeronautical charting purposes, by the State AIS, individual pre-flight information units or operating agencies, and could be programmed to print up-to-date information on an area, route or terminal basis as required. Each State participating in such a facility would feed information into the centre as the occasion demanded and distribution to other States would be at the option of the ultimate recipient. In this way, only information required by the user would be distributed and much unnecessary information that now floods the AFS would cease to burden the AIS and ~~COM~~ **CNS** services.

Predetermined distribution system for NOTAM

~~6.2.96.9.11~~ When it is agreed between ~~NOF~~ **AIS** that incoming NOTAM (including SNOWTAM and ASHTAM) must be ~~channelled~~ **channeled** through the AFS directly to designated addresses predetermined by the receiving State concerned, while concurrently being routed to its ~~NOF~~ **AIS** for checking and control purposes, ~~use~~ an eight-letter addressee indicator constituted as follows ~~shall be used~~:

First and second letters: The first two letters of the location indicator for the AFS communication centre associated with the relevant NOF of the receiving State.

Third and fourth letters: The letters “ZZ”, indicating a requirement for special distribution.

Fifth letter: The letter “N” for NOTAM, the letter “S” for SNOWTAM and the letter “V” for ASHTAM.

Sixth and seventh letters: Letters each taken from the series A to Z, denoting the national and/or international distribution list(s) to be used by the receiving AFS centre.

Note.— The fifth, sixth and seventh letters replace the three-letter designator YNY which, in the normal distribution system, denotes an international NOTAM office.

Eighth letter: The letter “X”, to complete the eight-letter addressee indicator.

~~Ax 15 App 5 36.9.12~~ States are to inform the States from which they receive NOTAM of the sixth and seventh letters to be used under different circumstances to ensure proper routing.

~~6.2.106.9.13~~ The main objective of the system is to expedite all NOTAM received by eliminating the delay that occurs when the receiving GOM communication centre routes incoming NOTAM to its NOF AIS for checking and control purposes and then waits to receive them from the NOF for transmission to other internal addresses. To achieve this objective as well as to ensure proper routing, it is essential that States and territories from which NOTAM are required are advised of the sixth and seventh letters to be used by them in the addressee indicator. Each national distribution list, whether for NOTAM, SNOWTAM or ASHTAM, denotes a group of addressees predetermined by the receiving State on the basis of its requirements for information promulgated by NOTAM. The sixth and seventh letters signify not only the group of addressees but also the automatic relay responsibility of the receiving AFS centre.

Checking and control

~~6.2.116.9.15~~ Whereas the NOF is normally the focal point in a State for the receipt and dispatch of NOTAM, under the predetermined distribution system it shares the responsibility for checking incoming NOTAM with the aerodrome AIS units to which NOTAM are destined. Its responsibility here is mainly one of liaison. It does not relieve the ultimate addressee, to whom the NOTAM has been channelled and who is most affected by any lack of timeliness, accuracy or completeness in the information it contains, from also checking for obvious errors. While the standard format used for NOTAM, SNOWTAM and ASHTAM tends to minimize the possibility of error, the addressee nevertheless has special responsibility under this system to query any errors or omissions through the receiving NOF.

Selectivity in the distribution of information

~~6.2.126.9.16~~ The success of the predetermined distribution system presupposes competent selection, by the originating State, to give of NOTAM to be given international distribution and the use of selective distribution lists where practicable to prevent superfluous distribution of information. The selectivity exercised by an originating State in the distribution process should be related to the needs of the receiving States. Selectivity in the locations that require the information is controlled through precisely predetermined arrangements made by the receiving States, indicated in terms of the sixth and seventh letters to be used in the addressee indicator, and taking into consideration the workload placed on the originating State and on the telecommunication services. Where NOTAM are issued in more than one series, selectivity is already implicit in the division into series but the receiving State should establish routings that will ensure that the aerodrome AIS units receive only the series they require by rationalizing distribution arrangements within the State and preparing a routing guide for each communication centre to cover the distribution of incoming NOTAM received under the system.

Promulgation of transitory information

~~6.2.36.9.17~~ For information provided by NOTAM, it may be advantageous to exercise selectivity on a time basis to reduce NOTAM traffic on the AFS and wasted effort in the handling of data that could become redundant in transit. Where the information may be valid for only a few hours or subject to rapid change, and no other channel can ensure timely distribution, make arrangements should be made for the information to be provided directly to the relevant air traffic services units using, where practicable, communication channels established for inter-ATS communications.

PrioritiesPriority indicator

~~6.2.26.9.18~~ The priority normally accorded to messages sent over the AFS is GG. Under exceptional circumstances and when justified by a requirement or special handling, a NOTAM may be given the higher DD priority.

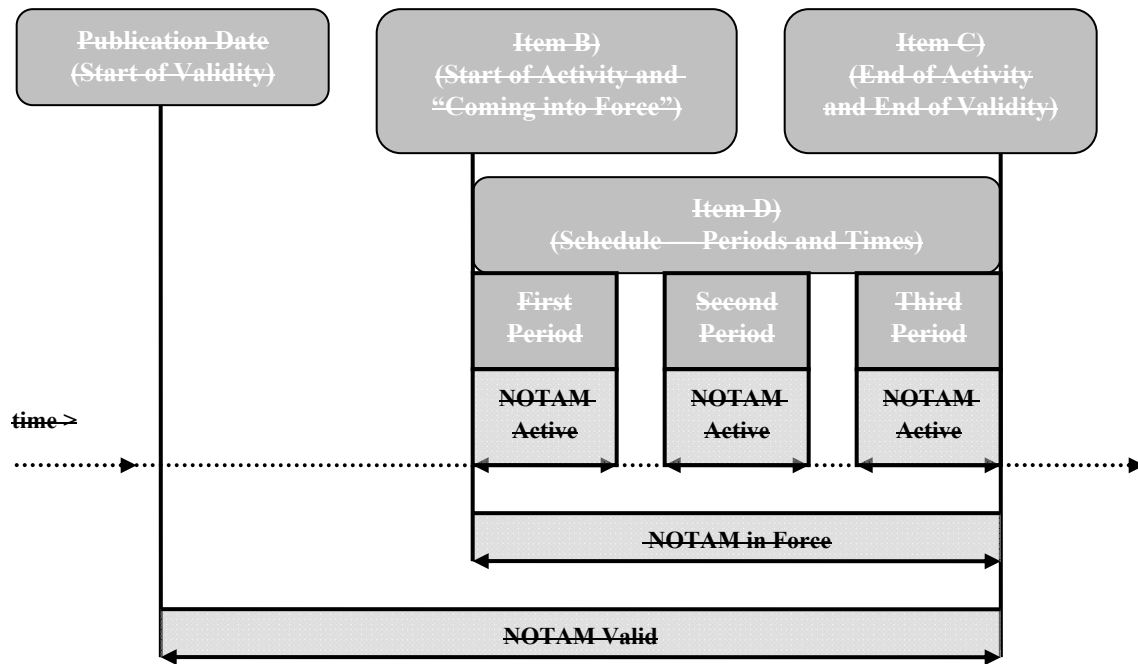


Figure 6-A-2. NOTAM date-times

2. EXAMPLES OF NOTAM USING THE NOTAM FORMAT

2.1 Examples of NOTAM using the NOTAM Format are given below. These are examples only and should not be considered as having any operational value.

- a) At ~~Paris/Orly~~ ~~DONLON/International~~ from the 1st day of April 2003 at 0000 UTC until the 1st day of April 2003 at 0600 UTC, the distance measuring equipment will be unserviceable.

NOTAMN

Q) ~~LEFFF~~EACC/QNDAS/IV/BO/AE/000/999/~~4843N00221E~~~~2505222N03222W025~~

A) ~~LFPO~~EADD B) 0304010000 C) 0304010600

E) VOR/DME BOR 116.900MHZ/CH102X, DME ~~PART~~ U/S

- b) At ~~New York/La Guardia~~ ~~DONLON/International~~ the VHF omnidirectional radio range on ~~116.9~~ ~~116.4~~ MHz will be out of service until approximately the 13th day of November 2003 at 0900 UTC.

NOTAMN

Q) ~~KZWY~~EACC/QNVAS/IV/BO/AE/000/999/~~4047N07352W250~~~~5226N03200W025~~

A) ~~KLGA~~EADD B) 0311020615 C) 0311130900 EST

E) VOR/DME DON 116.40MHZ/CH111X ~~116.9~~ MHz VOR U/S

- c) At ~~Beograd/Beograd~~ ~~SIBY/Bistok~~ the non-directional beacon on 243 kHz will be permanently withdrawn from service on 1 May 2003 at 0600 UTC. Add reference to AIP.

NOTAMN

Q) ~~LYBA~~EACC/QNBAW/IV/BO/AE/000/999/~~4449N02019E3004~~~~740N002920W025~~

A) ~~LYBE~~EADB B) 0305010600 C) PERM

E) NDB 243 KHZ ~~NDB~~ WITHDRAWN REF. AIP ~~LYBE~~ ~~EADB~~ AD 2.19

- d) In the ~~Montreal~~ Amswell FIR gun firing will take place on the 21st day of February 2003 from 0800 hours UTC until 1100 hours UTC within an area of 10 NM around the location ~~45° 37' 53" 04'~~ North ~~74° 00' 25" 05'~~ West from the surface up to an altitude of 6 100 metres MSL.

NOTAMN

Q) ~~GZUL~~EACC/QWMLW/IV/BO/W/000/200/~~4537N07400W~~~~5304N02505W010~~

A) ~~GZUL~~EACC B) 0302210800 C) 0302211100

E) GUN FIRING WILL TAKE PLACE RADIUS 10 NM CENTRE ~~4537N07400W~~~~5304N02505W~~

F) SFC G) 6100M AMSL

- e) If a danger area ~~EGDXX~~~~EAD4~~ located at ~~5510N00520W~~ ~~4300N03800W~~ with a radius of 50 NM (and affecting two FIR) is to be activated up to 40 000 ft MSL on 3, 7, 12, 21, 24 and 28 April 2003, daily from 0730 to 1500 UTC and up to 30 000 ft MSL on 19 and 20 April 2003 daily from 0730 to 1500 UTC, two NOTAM will be required, as follows:

(A0623/03 NOTAMN

Q) ~~EGXX~~EAXX/QRDCA/IV/NBO/W/000/400/~~5510N00520W~~~~4300N03800W050~~

A) ~~EGTT~~/EGPX/EACC/EABB B) 0304030730 C) 0304281500

D) ~~APR~~ 03 07 12 21 24 AND 28 0730 TO 1500

E) DANGER AREA ~~EGXX~~~~EAD4~~ IS ACTIVE

F) GND G) 40000FT AMSL)

(A0624/03 NOTAMN

Q) ~~EGXXEAXX~~/QRDCA/IV/NBO/W/000/300/5510N00520W4300N03800W 050

A) ~~EGTT/EGPX~~EACC/EABB B) 0304190730 C) 0304201500

D) ~~APR~~ 19 AND 20 0730 TO 1500

E) DANGER AREA ~~DXEAD4~~ IS ACTIVE

F) GND G) 30000FT AMSL)

- f) At ~~Frankfurt International~~ ~~DONLON/International~~ on the 27th day of November 2003, basic GNSS is unavailable for NPA from 1723 UTC until 1754 UTC, SBAS is unavailable for APV from 1731 until 1746 UTC and GBAS is unavailable from 1735 until 1746 UTC.

(B0116/03 NOTAMN

Q) ~~EDFFEACC~~/QGAAU/I/BO/A/000/999/5204N01137E2505222N03155W005

A) ~~EDDFEADD~~ B) 0311271723 C) 0311271754

E) BASIC GNSS UNAVBL FOR NPA ~~0311271723~~ TIL ~~0311271754~~ SBAS UNAVBL FOR APV ~~0311271731~~ TIL ~~0311271748~~ GBAS UNAVBL ~~0311271735~~ TIL ~~0311271746~~

- g) SBAS is unavailable for all APV operations in an area of 250 NM radius around ~~Paris Charles de Gaulle~~ ~~DONLON/International~~ as of December 14th, 2003 at 2135 hours UTC until December 15th, 2003 at 2135 hours UTC (estimated).

(A2500/03 NOTAMN

Q) ~~LEFFEACC~~/QGWAU/I/BO/AE/000/999/4901N00232E2505222N03155W025

A) ~~LEFGEADD~~ B) 0312142135 C) 0312152135 EST

E) SBAS UNAVBL FOR APV)

- h) Basic GNSS, SBAS and GBAS will be unavailable for all en-route and aerodrome operations in an area of 460 km (250 NM) radius around DONLON/International as of October 16th, 2003 at 1815 hours UTC until 2315 hours UTC.

(A3546/03 NOTAMN

Q) ~~LEFFEACC~~/QGWAU/I/BO/AE/000/999/4901N00232E2505222N03155W250

A) ~~LEFGEADD~~ B) 0310161815 C) 0310162315

E) BASIC GNSS UNAVBL SBAS UNAVBL GBAS UNAVBL)

2.2 Examples of completed NOTAM Formats are given in Figures 6-A-3 and 6-A-4 and the meanings of the NOTAM messages are included below together with the associated examples of AFS messages.

Meaning of NOTAM in Figure 6-A-3

NOTAM Series A number 0068 replacing NOTAM series A number 0062 of the current year. ~~Vagar, Faroe Islands,~~ ~~HOLMSTOCK/Landa~~ aerodrome closed for maintenance on the runway from 2300 hours UTC on the 8th day of May 2003 to approximately 0100 UTC on the 9th day of May 2003.

AFS message

GG EHZZNNLX EBZZNNLX EDZZNINX EKZZNIDX

021432 ~~BGSFYNX~~EADDYNYX

(A0068/03 NOTAMR A0062/03

Q) ~~BIRDEACC~~/QFALC/IV/NBO/A/000/999/6204N07163W0105222N03155W005

A) ~~EKVGEADS~~ B) 0305021432 C) 0305090100 EST

E) AD CLSD FOR MAINT

Meaning of NOTAM in Figure 6-A-4

In the Tokyo Amswell FIR, hot air balloon flying will take place in an area bounded by the following points 43 00 N 140 40 E 40 40 W, 42 40 N 140 30 E 40 30 W, 42 36 N 140 30 E 40 030 W and 42 36 N 140 54 E 40 54 W. The flying will be held during VMC only up to an altitude of 2 000 m above mean sea level during the following days and times:

In 2003, May 31 19h30 – June 1 09h30, June 6 19h30 – June 7 09h30, June 7 19h30 – June 8 09h30, June 13 19h30 – June 14 09h30, June 14 19h30 – June 15 09h30, June 20 19h30 – June 21 09h30, June 21 19h30 – June 22 09h30, June 27 19h30 – June 28 09h30, June 28 19h30 – June 29 09h30.

Or in a more concise form:

In 2003, on the following days: May 31, June 6, 7, 13, 14, 20, 21, 27 and 28 at periods starting at 19h30 and ending at 9h30 the next day.

AFS message

GG CYZNBXX KDZZNOKX LFZZNNMX NTTNYX WMKKYNYX
 301203 RJAAANYX EADDYNYX
 (A0703/03 NOTAMN
 Q) RJTGEACC/QWLLW/V/M/W/000/065/4248N04042W1004248N14042E100
 A) RJTGEACC B) 0305311930 C) 0306290930
 D) MAY 31 JUN 06 07 13 14 20 21 27 28 1930-0930
 E) HOT AIR BALLOON FLT IN AREA 4300N04040W4300N14040E – 4240N04030W4240N14030E –
 4236N04030W4236N14030E – 4236N04054W4236N14054E – 4300N04040W4300N14040E VMC ONLY
 F) SFC G) 2000M AMSL)

Priority Indicator	GG →												
Address	EHZZNNLX EBBZZNNLX EDZZNINX												
EKZZNIDX . . . (etc.)													
	≡												
Date and time of filing	021432 →												
Originator's Indicator	BGSFYNYXEADDYNYX ≡(
Message Series, Number and Identifier													
NOTAM containing new information NOTAMN (series and number/year)												
NOTAM replacing a previous NOTAM	A0068/03 A0062/03 (series and number/year) (series and number/year of NOTAM to be replaced)												
NOTAM cancelling a previous NOTAM NOTAMC ≡ (series and number/year) (series and number/year of NOTAM to be cancelled)												
Qualifiers													
	FIR	NOTAM Code	Traffic	Purpose	Scope	Lower Limit	Upper Limit	Coordinates, Radius					
Q)	E A C C	Q F A L C	I V	N B O	A	0 0 0	9 9 9	5 5 0 0 N 0 2 5 3 0 W 0 0 5					
Identification of ICAO location indicator in which the facility, airspace or condition reported on is located								A) EKVGEADS →					
Period of Validity													
From (date-time group)	B)	0	3	0	5	0	2	1	4	3	2	→	
To (PERM or date-time group)	C)	0	3	0	5	0	9	0	1	0	0	EST* PERM*	≡
Time Schedule (if applicable)	D)											→	
												≡	
Text of NOTAM; Plain-Language Entry (using ICAO Abbreviations)													
E) AD CLSD FOR MAINT													
≡													
Lower Limit	F) →												
Upper Limit	G)) ≡												
Signature													

*Delete as appropriate

Figure 6-A-3. Example 1 of a completed NOTAM Format

Priority Indicator	GG →													
Address	CYZZNBBX KDZZNOKX LFZZNNMX													
NTTTYNYX WMKKYNYX . . . (etc.)														
Date and time of filing	301203 →													
Originator's Indicator	RJAAVNYX EADDYNYX <<≡(
Message Series, Number and Identifier														
NOTAM containing new information	A0703/03 NOTAMN (series and number/year)													
NOTAM replacing a previous NOTAM	NOTAMR (series and number/year) (series and number/year of NOTAM to be replaced)													
NOTAM cancelling a previous NOTAM	NOTAMC (series and number/year) (series and number/year of NOTAM to be cancelled) <<≡													
Qualifiers														
	FIR	NOTAM Code	Traffic	Purpose	Scope	Lower Limit	Upper Limit	Coordinates, Radius						
Q)	E A C C	Q W L L W	V	M	W	0 0 0	0 6 5	4 2 4 8 N 0 4 0 4 2 W 1 0 0 <<≡						
Identification of ICAO location indicator in which the facility, airspace or condition reported on is located								A) RJTGEACC →						
Period of Validity														
From (date-time group)				B)	0	3	0	5	3	1	1	9	3	0 →
To (PERM or date-time group)				C)	0	3	0	6	2	9	0	9	3	0 EST* PERM* <<≡
Time Schedule (if applicable)				D)	MAY 31 JUN 06 07 13 14 20 21 27 28 1930-0930 <<≡									
Text of NOTAM; Plain-Language Entry (using ICAO Abbreviations)														
E) HOT AIR BALLOON FLT IN AREA 4300N14040E — 4240N14030E — 4236N14030E — 4236N14054E — 4300N14040E 4300N04040W — 4240N04030W — 4236N04030W — 4236N04054W — 4300N04040W VMC ONLY <<≡														
Lower Limit	F) SFC →													
Upper Limit	G) 2000M AMSL) <<≡													
Signature														

*Delete as appropriate

Figure 6-A-4. Example 2 of a completed NOTAM Format

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APPENDIX B TO SN/4

Annex 15 — Aeronautical Information Services

Appendix 6 (App 6-3) refers

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- c) When a NOTAM containing operationally significant information is issued in accordance with Appendix 4 and Chapter 6 and when it is used to announce the existence of AIRAC AIP Amendments or Supplements, insert “TT” as the fourth and fifth letters of the NOTAM Code;
- d) When a NOTAM is issued containing a checklist of valid NOTAM, insert “KKKK” as the second, third, fourth and fifth letters; and
- e) The following fourth and fifth letters of the NOTAM Code shall **only** be used in NOTAM cancellations:

AK = RESUMED NORMAL OPERATION
 AL = OPERATIVE (OR RE-OPERATIVE) SUBJECT TO PREVIOUSLY PUBLISHED LIMITATIONS/CONDITIONS
 AO = OPERATIONAL
 CC = COMPLETED
 CN = CANCELLED
 HV = WORK COMPLETED
 XX = PLAIN LANGUAGE

Note1.- As Q - - AO = Operational is used for NOTAM cancellation, NOTAM promulgating new equipment or services shall use following fourth and fifth letters Q - - CS = Installed.

Note2. - Q - - CN = CANCELLED shall be used to cancel planned activities e.g. navigation warnings, as well as Q - - HV = WORK COMPLETED shall be used to cancel work in progress.

3) TRAFFIC

I = IFR
 V = VFR
 K = NOTAM is a checklist

Note.— Depending on the NOTAM subject and content, the qualifier field TRAFFIC may contain combined qualifiers. Guidance concerning the combination of TRAFFIC qualifiers with subject and conditions in accordance with the compiled NOTAM qualifiers Selection Criteria is contained in Doc 8126.

4) ~~PURPOSE~~ RELEVANCE

N = NOTAM selected for the immediate attention of aircraft operators-flight crew members
 B = NOTAM of operational significance selected for PIB entry
~~O = NOTAM concerning flight operations~~
 M = Miscellaneous NOTAM; not subject for a briefing, but it is available on request
 K = NOTAM is a checklist

Note.— Depending on the NOTAM subject and content, the qualifier field PURPOSE may contain the combined qualifiers B~~O~~ or NB~~O~~. Guidance concerning the combination of PURPOSE qualifiers with subject and conditions in accordance with the compiled NOTAM qualifiers Selection Criteria is contained in Doc 8126.

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— END —