

NOTAM SELECTION CRITERIA

INTRODUCTION

NOTAM are published according to an internationally recognised format (PANS Doc 8400 -ICAO Procedures for Air Navigations Services) and contain a line of text known as the qualifying line or 'Q Line'. This line contains various 'qualifiers' to assist in the processing of NOTAM by automatic message handling systems.

FIELDS

The Q Line fields follow a strict format offering specific information on FIR, Subject & Status, vertical limits and radius of influence. The first letter will always be Q. The second and third letters identify the subject and the fourth and fifth letters denote the status or condition.

The following table outlines the NOTAM Selection Criteria (NSC) Qualifiers.

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

Depending on the NOTAM subject, all the fields will contain a combination of qualifiers.

SUBJECT (2nd & 3rd letter) - CONDITION (4th & 5th Letter)

From the selection of codes that follow below, it may appear that any combination of codes can be used. This is not the case as there are specific restrictions that prohibit this practice. The tables on the following pages provide all of the 2nd & 3rd letters currently in use. The table containing the 4th & 5th letters is an extract of the most commonly used codes used in a PIB. A full and comprehensive breakdown is obtainable in ICAO Document Doc 8126 where the specific detail of valid codes and combinations is explained, Chapter 6 appendix B, pages 1-83 refers.

APPLICATION

It is worth noting that there is variance in the way that each State AIS applies the NSC. This may be due to several reasons which could be technological or institutional. In practice the NSC should be considered as offering minimum or 'best practice' guidelines.

In some cases the nature of the information being issued is such that the NSC cannot offer an exact solution; on these occasions the issuing office will make a judgment to identify the most appropriate code to apply. Whilst it is to be avoided, there are occasions when a code cannot be found and consequentially NOTAM may be issued applying QXXXX. (Plain language).

Furthermore it is worth noting that some NOTAM cannot be defined within a particular geographical position, consequentially a default radius of 999 may be applied.

NOTAM SELECTION CRITERIA - 2+3 letters

FACILITIES

FA AERODROME	FJ OILS
FB BRAKING	FM MET
FC CEILING MEASUREMENT	FO FOG DISPERSAL SYSTEM
FD DOCKING SYSTEM	FP HELIPORT
FE OXYGEN	FS SNOW REMOVAL EQPT
FF FIRE AND RESCUE	FT TRANSMISSOMETER
FG GROUND MOVEMENT CONTROL	FU FUEL
FH HEL ALIGHTING AREA	FW WDI
FI ACFT DE-ICING	FZ CUSTOMS
FL LDI	

MOVEMENT AND LANDING AREA

MA MOVEMENT AREA	MO STOPBARS
MB BEARING STRENGTH	MP ACFT STANDS
MC CWY	MR RWY
MD DECLARED DISTANCES	MS SWY
MG TAXIING GUIDANCE SYSTEM	MT THR
MH RWY ARRESTING GEAR	MU RWY TURNING BAY
MK PARKING AREA	MW STRIP
MM DAYLIGHT MARKINGS	MX TWY
MN APRON	MY RAPID EXIT TAXIWAY

LIGHTING FACILITIES

LA APCH LIGHT SYSTEM	LL RWY LIL
LB AERODROME BEACON (ABN)	LM RWY LIM
LC RCL LGTS	LP PAPI
LD LDI LGTS LEGEND	LR ALL LANDING AREA LGTS
LE RWY EDGE LGTS	LS SWY LGTS
LF SEQUENCED FLASHING LGTS	LT THR LGTS
LG PILOT CONTROLLED LGTS	LV VASIS
LH RWY LIH	LW HELIPORT LGTS
LI RWY END ID LGTS	LX TWY CENTRELINE LGTS
LJ RWY ALIGNMENT ID LGTS	LY TWY EDGE LGTS
LK CAT II COMPONENTS OF ALS	LZ TDZ LGTS

COMMUNICATION AND RADAR FACILITIES

CA AIR/GROUND FACILITY	CM SURFACE MOVEMENT RADAR
CB ADS-B	CP PRECISION APP RADAR (PAR)
CC ADS-C	CR SURVEILLANCE RADAR ELEMENT OF PAR
CD CPDLC/ADS	CS SECONDARY SURVEILLANCE RADAR
CE EN-ROUTE SURVEILLANCE RADAR	CT TERMINAL AREA SURVEILLANCE RADAR
CG GND CONTROLLED APP SYSTEM-GCA	
CL SELECTIVE CALLING SYSTEM-SELCAL	

INSTRUMENT AND MICROWAVE LANDING SYSTEMS

IC ILS	IO ILS OM
ID DME WITH ILS	IS ILS CAT I
IG ILS GP	IT ILS CAT II IU
II ILS IM	ILS CAT III
IL ILS LLZ	IW MLS
IM ILS MM	IX ILS LOCATOR OUTER
IN LOC (not associated with ILS)	IY IY LOCATOR MIDDLE

NOTAM SELECTION CRITERIA - 2+3 letters (Continued)

NAVIGATION FACILITIES

GA GNSS AIRFIELD SPECIFIC OPERATIONS GN GNSS AREA WIDE OPERATIONS NA ALL RADIO NAV FAC EXCEPT NB NDB NC DECCA ND DME NF FAN MARKER	NG GPS NL LOCATOR (L) NM VOR / DME NN TACAN NO OMEGA NT VORTAC NV VOR NX DIRECTION FINDING STATION
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AIRSPACE ORGANIZATION

AA MINIMUM ALTITUDE AC CTR AD ADIZ AE CTA AF FIR AH UPPER CONTROL AREA (UTA) AL MNM USABLE FL AN RNAV ROUTE	AO OCEANIC CONTROL AREA AP REPORTING POINT AR ATS ROUTE AT TMA AU UIR AV UPPER ADVISORY AREA (UDA) AX INTERSECTION AZ ATZ
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PROCEDURES

PA STAR PB STANDARD VFR ARRIVAL PC CONTINGENCY PROCEDURES PD SID PE STANDARD VFR DEPARTURE PF FLOW CONTROL PROCEDURE PH HOLDING PROCEDURE PI IFR APCH PROCEDURE PK VFR APPROACH PROCEDURE PL FPL PROCESSING FILING & RELATED CONTINGENCY	PM AERODROME OPR MINIMA PN NOISE OPERATING RESTRICTIONS PO OCA PR RADIO FAILURE PROC. PT TRANSITION ALTITUDE PU MISSED APCH PROCEDURE PX MNM HOLDING ALT PZ ADIZ PROCEDURE
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RESTRICTIONS

RA AIRSPACE RESERVATION RD DANGER AREA RO OVERFLYING OF RM MILITARY OPERATING AREA	RP PROHIBITED AREA RR RESTRICTED AREA RT TEMPO RESTRICTED AREA
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SERVICES

SA ATIS SB ATS - REPORTING OFFICE SC ACC SE FLIGHT INFO SERVICE SF AFIS SL FLOW CONTROL CENTRE SO OCEANIC AREA CONTROL	SP APCH CONTROL SERVICE SS FSS ST TWR SU UAC SV VOLMET SY UPPER ADVISORY SERVICE
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NOTAM SELECTION CRITERIA - 2+3 letters (Continued)

WARNINGS

WA AIR DISPLAY	WM MISSILE, GUN, ROCKET FRNG
WB AEROBATICS	WP PARACHUTE DROPPING AREA
WC CAPTIVE BALLOON OR KITE	WR RADIOACTIVE MATERIALS or TOXIC CHEMICALS
WD DEMOLITION OF EXPLOSIVES	WS BURNING OR BLOWING GAS
WE EXERCISE	WT MASS MOVEMENT OF ACFT
WF AIR REFUELLING	WU UNMANNED ACFT
WG GLIDER FLYING	WV FORMATION FLIGHT
WH BLASTING	WW SIG VOLCANIC ACTIVITY
WJ BANNER / TARGET TOWING	WZ MODEL FLYING
WL ASCENT OF FREE BALLOON	

OTHER

OA AIS	OL OBST LIGHTS
OB OBST	OR RESCUE COORDINATION CENTRE
OE ACFT ENTRY REQUIREMENT	XX PLAIN LANGUAGE

NOTAM SELECTION CRITERIA - 4+5 letters

AD Available for daylight operation	CL Re-aligned
AG Operating but ground checked only, awaiting flight check	CM Displaced
AH Hours of service are....	CR Temporarily replaced by
AK Resumed normal operation	CS Installed
AL Operative	CT On test do not use
AM Military Operations only	HW Work in progress
AN Available for night operation only	HX Concentration of birds
AO Operational	LB Reserved for aircraft therein
AP Available, prior permission required	LC Closed
AR Available on request	LH Unserviceable for aircraft heavier than...
AS Unserviceable	LI Closed to IFR Operations
AW Completely withdrawn	LN Closed to all night operations
CA Activated	LP Prohibited to (Specify)
CC Completed	LR Aircraft restricted to runways & taxiways
CD Deactivated	LT Limited to ... (Specify)
CE Erected	LV Closed to VFR Operations
CF Operating frequencies changed to	LW Will take place . . . (Specify)
CG Downgraded to	TT Trigger
CH Changed	XX Plain language
CI Identification or Radio call sign changed	