EUROPEAN ORGANISATION
FOR THE SAFETY OF AIR NAVIGATION

EUROCONTROL

EUROCONTROL Guidelines for Pre-digital NOTAM Templates

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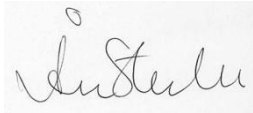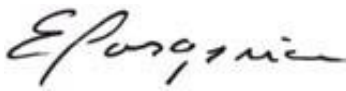
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Abstract

The purpose of this document is to provide templates for the Item E of some frequent issued NOTAM types (closed runway, active restriction, etc.). The aim is to help NOTAM operators/originators as well as NOTAM recipients to become familiar with future automatically generated NOTAM messages, based on digital NOTAM encoded data. These templates were initially extracted from the Digital NOTAM Event Specification version 1.0 and further refined based on input from NOTAM experts. The next version of the Digital NOTAM Event Specification will be aligned with the templates provided in this document.

Keywords

NOTAM	templates	Digital	scenarios
harmonisation	automatic	structure	NOTAM offices

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DOCUMENT APPROVAL

The following table identifies all management authorities who have successively approved the present issue of this document.

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DOCUMENT CHANGE RECORD

The following table records the complete history of the successive editions of the present document.

EDITION NUMBER	EDITION DATE	REASON FOR CHANGE	PAGES AFFECTED
1.0	31 January 2014	Released Draft of EUROCONTROL Guidelines for Pre-digital NOTAM Templates.	All
1.1	3 June 2015	Updated draft Pre-digital NOTAM Templates based on Aeronautical Information Operations Sub-Group input and review during 2014.	All
1.2	25 November 2015	Templates for Increment 1 scenarios finalised after Aeronautical Information Operations Sub-Group final input and review.	All
1.3	5 September 2016	Templates for Increment 2 scenarios included in the document after input and review by the Aeronautical Information Operations Sub-Group; modification of AD/HP Closure scenario production rule; modifications for consistency in wording and terminology through-out the document.	All

CONTENTS

EXECUTIVE SUMMARY

The aim of the Digital NOTAM concept is to supplement the provision of text-based ICAO NOTAM messages with the provision of structured data, based on the Aeronautical Information Exchange Model (AIXM) version 5. The current NOTAM messages will continue to be issued for as long as operationally necessary, but will be automatically generated from the digitally encoded data.

An incremental approach was identified as the most appropriate roadmap for Digital NOTAM deployment in Europe. The Digital NOTAM Event Specification Focus Group (FG) was tasked with defining the scope of increments and providing a coding specification (*the Digital NOTAM Event Specification*).

The automatic generation of the NOTAM text from the AIXM encoded data requires pre-defined templates for all NOTAM events. These are then implemented in the application software code and the result is a common structure of the text in Item E and common generation rules.

It was recognised by the Aeronautical Information Operations (AI Operations) Sub-Group that the pre-defined Item E templates could be used by NOTAM offices/originators ahead of the digital NOTAM implementation for manual text NOTAM production in daily operation. Therefore, the Item E templates contained in Digital NOTAM Event Specification version 1.0 were compiled in a separate document, the initial version of the Pre-digital NOTAM templates guidelines.

AI Operations supported the creation of a EUROCONTROL Guidelines document for "pre-digital" NOTAM Templates, to promote harmonisation of the NOTAM text in Item E in structure and content. This document will increase the uniformity of the free text issued by different States and will also familiarise the NOTAM stakeholders with the output of future digital NOTAM tools.

In the work on this document, comments from the AI Operations and Operating Procedures AIS Dynamic Data (OPADD) Focus Group members were collected, and adjustments to the initial templates were made. The relationship between the Digital NOTAM Event Specification and the Pre-digital NOTAM Templates document will now be reversed: future versions of the Digital NOTAM Event Specification will be aligned with the templates provided in this document.

The Pre-digital NOTAM Templates Guidelines are at this stage intended to be used on a voluntary basis in order for NOTAM offices/originators in operations to become accustomed to the defined production rules and the harmonised NOTAM text supported by that the templates.

1. Introduction

1.1 Context

The Digital NOTAM concept and AIXM version 5.1 were developed jointly by EUROCONTROL and the Federal Aviation Administration of the United States (FAA). Prototyping activities at EUROCONTROL and SESAR and in OGC test beds and by industry have demonstrated the technical feasibility of the Digital NOTAM project.

Digital NOTAM will ensure improved data quality and better data management, resulting in safety improvements and system-wide efficiency gains. Input forms will allow originators (such as aerodromes, airspace managers) to pre-encode the information, reserving the NOTAM operators for non-routine and supervisory roles. This will improve ANSP efficiency and the integrity of the data chain.

An incremental approach was identified as the most appropriate roadmap for Digital NOTAM deployment in Europe. The Digital NOTAM Event Specification Focus Group (FG) was tasked with defining the scope of increments and providing a coding specification (*the Digital NOTAM Event Specification*) for the scenarios for each increment.

For the event scenarios, a series of NOTAM templates for the text in Item E were developed, recognising that automatic generation of the NOTAM text from the encoded data requires templates to facilitate a common text in Item E and generation rules.

One advantage of such Item E templates is that they can be used by NOTAM offices/originators ahead of the digital NOTAM implementation, for manual text NOTAM production. This will increase the uniformity of the Item E text issued by different States and will also familiarise the NOTAM stakeholders with the output of future digital NOTAM tools.

A set of NOTAM templates was initially drafted in 2011 by the Digital NOTAM Event Specification FG, for Increment 1 events. Following the closure of the FG (June 2013), the development of the NOTAM templates was continued by the Operating Procedures for AIS Dynamic Data (OPADD) Focus Group and thereafter under the EUROCONTROL working arrangements of the AI Operations Sub-Group, resulting in adjustments to the templates based on the Sub-Group's operational advice. In 2015, the AI Operations continued the development of production rules and pre-digital NOTAM templates for Increment 2 events, with the objective of their integration in the guidelines.

Future versions of the Digital NOTAM Event Specification will be aligned with the NOTAM templates in this document ahead of the rules for digital encoding.

1.2 Purpose of the document

The purpose of this document is to provide NOTAM templates which can be used by NOTAM operators to become familiar with future automatically generated NOTAM messages, based on digital NOTAM encoded data.

The objective is to promote harmonisation of the text in Item E in structure and content, by providing templates and examples for a number of NOTAM scenarios. This will increase the uniformity of the Item E text issued by different States and will also familiarise the NOTAM stakeholders with the output of future digital NOTAM tools.

The intention is for the document to be used directly by NOTAM operators without any special training being required. Therefore, many NOTAM examples have been included.

Another objective is to prepare the ground for the development of future digital NOTAM scenarios. During the development of the digital NOTAM encoding/decoding scenarios, the lack of NOTAM

templates caused problems in agreeing on generation rules for the common NOTAM text. Automatic generation of the NOTAM text from digital data required templates. It is envisaged that defining templates in advance of the encoding/decoding rules should facilitate the future development of the Digital NOTAM Event Specification.

It is recognised that the use of this document for NOTAM production might not be directly possible for NOTAM offices which have tools whereby the text is pre-generated based on Q-codes selected by the NOTAM operator. Such software tools may need to be upgraded in order to support directly the templates proposed in this document. The document does not entail a date of application and is not intended for system implementation at this stage.

1.3   Scope

1.3.1   Scenarios

The templates support NOTAM *scenarios.* The scenarios capture the rules specific to each category of aeronautical information events. An event means a situation that affects one or more aeronautical features by altering their properties, either temporarily or permanently (in the current stage of the Digital NOTAM Event Specification development, the focus is on temporary changes).

Each scenario in the Digital NOTAM Event Specification includes the definition of the expected data, the encoding rules, automatic data validation rules, rules for the automatic creation of text NOTAM, etc.

In this document, the templates cover the NOTAM text in Item E that will be automatically generated in the scenarios defined.

1.3.2   Templates

The expected data for the various scenarios is presented in the form of a *template.*

The templates provide what the Item E content for a scenario is composed of, by splitting the text into different items, illustrating:

- In which order the different items follow each other.
- Mandatory, optional and conditional items.
- The content of each item-box.

1.3.3   NOTAM originators

The term "*NOTAM originators*" is used to designate the organisations/actors which are the first in the information chain to become aware of the event requiring the promulgation of a NOTAM.

Information from originators is expected to be received increasingly in digital format, requiring less data typing by the NOTAM officer.

1.4   Applicability

The Pre-digital NOTAM Templates Guidelines document is intended to be used on a voluntary basis in order for NOTAM offices/originators to become familiar with the templates and with the structured Item E text for the NOTAM events included. The intended users are encouraged to use the NOTAM templates in their operations in accordance with the defined production rules and the harmonised NOTAM text supported by that the templates.

2. Pre-digital NOTAM Templates guidance

2.1 General

The objective of the pre-digital NOTAM templates is to promote harmonisation of the text in Item E in structure and content by providing the production rules as well as NOTAM examples for the different events.

For each event scenario, the general usage of the template is explained. The template's production rule (which information elements) is provided by a graphic and with textual explanation, together with NOTAM examples applying the production rule.

The first NOTAM example in each scenario provides a graphic populated with the relevant information, and the same information is shown as shaded items in the ICAO format of item E.

The NOTAM templates show what the Item E content for a scenario is composed of, by splitting the text into different items, illustrating:
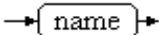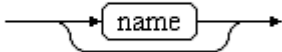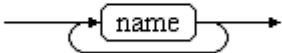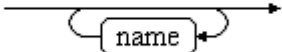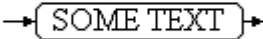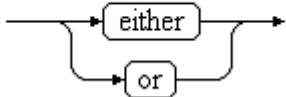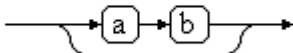
- In which order the different items follow each other.
- Which items are mandatory, optional and conditional.
- The content of each item-box.
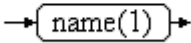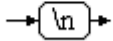
2.2 Template symbol explanation

The table below explains what the graphics in the template mean:

- *CAPITAL LETTERS* in the item box indicate NOTAM text to be inserted. May include a reference number for the explanation within brackets.
- *small letters* in the item box illustrate the content (element) to be inserted, and may include the reference number for the explanation in brackets.
- Line shows the order, arrow the direction.
- Normally arrow indicates forward (left to right).
- If arrow indicates backwards (right to left), items have to composed in a backwards order.
- New line between items is only required if the **new line** symbol is shown in the template graphic. Normally one item is followed by the next one on the same line.
- **Note:** Free text note (or "annotation"): This option is available as a last item for all templates to provide any additional optional information. Such data is not machine readable.
  Note or **Annotation** serving a specific purpose: Some templates have more than one free text item for better structuring, e.g. "operational status note"(*see NAVAID Unserviceable template*). Such notes may be placed in any position within a template. Only information fulfilling the specified purpose should be provided in this position. For other additional information, use the normal Note item at the end of the template.

Graphical element	Interpretation
mandatory →[name]→	Indicates a mandatory element. The name of the element is written in lowercase. It is used both in diagrams that indicate data required for a scenario and in diagrams that provide NOTAM text production rules.
optional →[name]→	Indicates an optional element. The name of the element is written in lowercase. It is used both in diagrams that indicate data required for a scenario and in diagrams that provide NOTAM text production rules.
mandatory_multiple →[name]→	Indicates a mandatory element, which may occur several times. The name of the element is written in lowercase. It is used both in diagrams that indicate data required for a scenario and in diagrams that provide NOTAM text production rules.
optional_multiple →[name]→	Indicates an optional element, but which may occur several times. The name of the element is written in lowercase. It is used both in diagrams that indicate data required for a scenario and in diagrams that provide NOTAM text production rules.
text →[SOME TEXT]→	Denotes a piece of text that should be inserted as such in the production of the NOTAM text.
choice →[either]→ →[or]→	Indicates a choice between two elements. Either one or the other must be used. It is used both in diagrams that indicate data required for a scenario and in diagrams that provide NOTAM text production rules.
branch →[a]→[b]→	More than one element may appear on an optional, choice or mandatory branch. It is used both in diagrams that indicate data required for a scenario and in diagrams that provide NOTAM text production rules.

rule →[name(1)]→	The number in brackets "(1)" references a rule or an explanation provided in relation to that element. It is used especially in diagrams that provide text NOTAM production rules. It may also occur in text elements and even on complete branches.
full_stop →[.]→	Indicates that a punctuation mark (period) shall be inserted at that place, as the end of a sentence. It is used in diagrams that provide text NOTAM production rules.
comma	Indicates that a comma shall be inserted at that place.
colon	Indicates that a colon shall be inserted at that place.
new_line →[\n]→	Indicates that a new line shall be inserted at that place, in order to improve the readability of the NOTAM text. It is used in diagrams that provide text NOTAM production rules.

2.3   Use of abbreviations in the NOTAM examples

In the development of the Digital NOTAM Event Specification, feedback from end users confirmed that abbreviations in NOTAM should only be used for common items like RWY, TWY, PAPI, TORA, CL, etc. and that spelled out text in Item E is preferred for abbreviations which are not commonly known.

The approach for the Operating Procedures for AIS Dynamic Data (OPADD) edition 4.0 was not to impose a rule on the usage of abbreviations, but rather influence the "spelled-out" approach by the guidance that NOTAM may contain abbreviations, and then referring to Doc 8400 provisions for allowed abbreviations.

Guidance was inserted in OPADD on the practice of not using un-common abbreviations and that the users understanding shall be considered.

In the Pre-digital NOTAM Templates document, the usage of abbreviations is more progressive than in OPADD. The templates are intended to support the developments towards digital NOTAM, where the current limitation in the communication means forcing usage of abbreviations is not foreseen. Spelled text can be used more, enhancing the readability of the information.

Acronyms and contractions of words are in general spelled out in the NOTAM examples. However, abbreviations that are commonly known in the abbreviated form are kept, since the spelled out word may be less readable for the usage purposes.

The following approach for usage of abbreviation in the NOTAM examples is applied:

- Single words are spelled out, and not contracted.
    - exception: AD (aerodrome).

- Abbreviations and acronyms are kept for common ATS services, facilities, communication airspace, navigation aids and referenced procedures.
- Cardinal points are spelled out.

2.4   Corresponding Q-codes for the NOTAM production rules

The NOTAM templates are mapped against the ICAO NOTAM Selection Criteria (NSC) and a corresponding Q-code based on the event activity or event type (2./3. letters and/or 4./5 letters) is included, as a reference to the NSC mapping.

In some cases, the given corresponding Q-code for an event is different to the ICAO recommendation in the NSC tables (Doc 8126 refer) for that subject. This may occur when the ICAO NSC signification of an element type is not seen as appropriate (e.g. outdated, not correct) and a different approach is applied in the templates.

The corresponding Q-codes should be seen as guidance, supplementing the usage of the templates.

3. NOTAM Templates

3.1 Airspace organisation and Navigation warnings scenarios

3.1.1 Published PRD, TSA - area - activation [SAA1.ACT]

3.1.1.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the activation of existing (published in the AIP) areas, such as TSA, TRA, P, R, D etc.
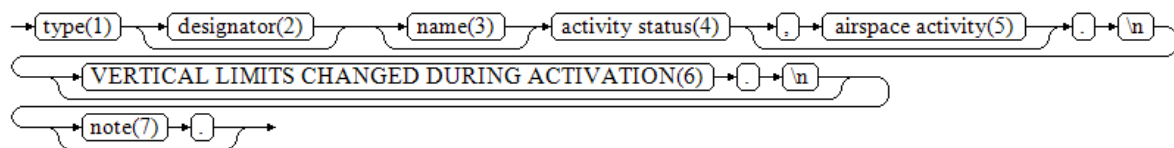
type(1)

Insert the area type as follows:

type	text to be inserted in Item E	corresponding Q codes
P	"PROHIBITED AREA"	QRPCA
R	"RESTRICTED AREA"	QRRCA
D	"DANGER AREA"	QRDCA
TSA	"TEMPORARY SEGREGATED AREA"	QRRCA or QRTCA
TRA	"TEMPORARY RESERVED AREA"	QRRCA or QRTCA
W (USA)	"WARNING AREA"	QRRCA
OTHER	*Specify area*	QR*** (As prescribed by national authority)

designator(2)

The published designator of the airspace concerned. If no designator is allocated, then the airspace shall be identified by its name(3).

name(3)

The name of the area as published in the AIP.

activity status(4)

The status "ACTIVATED" shall be included.

airspace activity(5)

Insert the type of activity that takes place in the airspace (military activities, demolition of explosives, etc.).

The list of airspace activity terms for this scenario is provided in Appendix A.

VERTICAL LIMITS CHANGED DURING ACTIVATION(6)

This text shall be included if the area is activated with vertical limits deviating from the upper/lower limit of the airspace stored as static data respectively published in the AIP (i.e.: could be higher or lower).

note(7)

Any additional information.

3.1.1.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
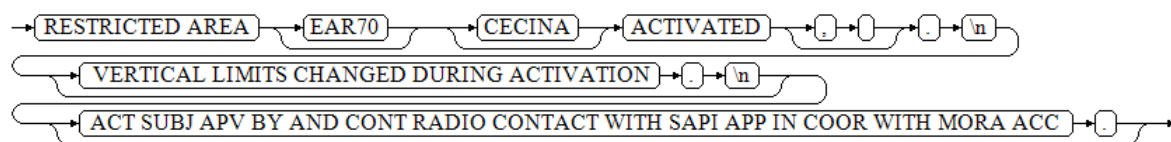
NOTAM Example in this production rule:

E) RESTRICTED AREA EAR70 CECINA ACTIVATED.

VERTICAL LIMITS CHANGED DURING ACTIVATION.

ACT SUBJ APV BY AND CONT RADIO CONTACT WITH SAPI APP IN COOR

WITH MORA ACC.

More examples:

E) DANGER AREA EAD11 HILARRY ACTIVATED.

VERTICAL LIMITS CHANGED DURING ACTIVATION.

E) RESTRICTED AREA EAR21 CICAMA ACTIVATED.

E) DANGER AREA EAD44 ACTIVATED, LASER HAZARD.

INFORMATION: ELLEMARS INFO: 120.550MHZ

ELLEMARS ACC: 126.150MHZ 123.900MHZ 127.900MHZ 132.365MHZ

124.015MHZ 132.255MHZ 131.005MHZ 134.260MHZ 135.290MHZ.

E) DANGER AREA EAD52 ACTIVATED, GLIDER FLYING, AEROBATICS AND PJE.

E) DANGER AREA EAD121 ACTIVATED.

E) DANGER AREA EAD125 ACTIVATED.

VERTICAL LIMITS CHANGED DURING ACTIVATION.

ATS ROUTE XX30 (CLASSIFIED CDR2) BTN

ARKAP-NOLEM AFFECTED, BUT SHALL REMAIN FLIGHT PLANNABLE FOR GENERAL AIR
TRAFFIC. CROSSING ONLY AUTHORIZED UNDER ECAO (OPERATIVE AIR TRAFFIC
SQUADRON) DRIDAM CONTROL.

E) RESTRICTED AREA EAR102 TRIR BENEXE ACTIVATED.

3.1.2 Published Navigation Warning Areas – activity [SAA2.ACT]

3.1.2.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces activation of navigation warning areas published in the AIP, such as aerial sporting, recreational activities, firing, anti-hail rocket etc. or changes to vertical limits of the warning areas.
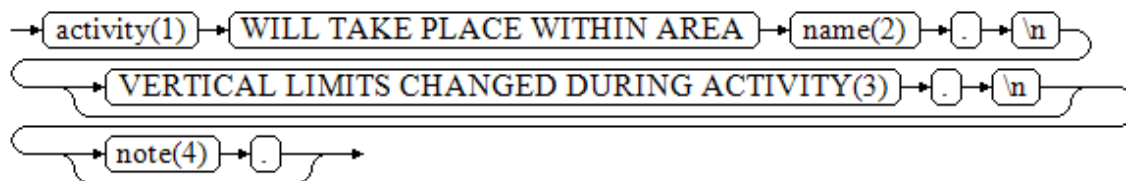
activity(1)

The activity (if specified) within the area/zone shall be translated into readable text.

The list of activity terms for this scenario is provided in Appendix A.

name(2)

The name or identification of the area as published in the AIP.

VERTICAL LIMITS CHANGED DURING ACTIVATION(3)

This text shall be included if the area is activated with vertical limits deviating from the upper/lower limit of the airspace stored as static data respectively published in the AIP (i.e.: could be higher or lower).

note(4)

Any additional information.

3.1.2.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.
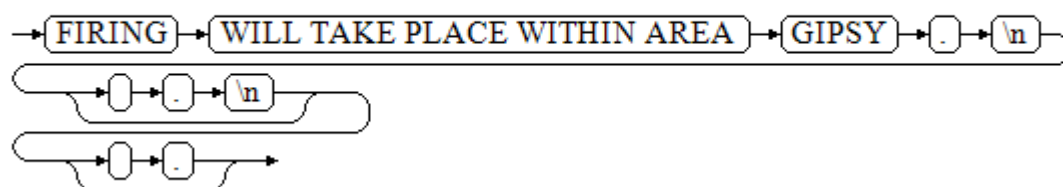
NOTAM example in the production rule

```
E)  FIRING  WILL TAKE PLACE WITHIN AREA  GIPSY .
```

More examples:

E) PJE WILL TAKE PLACE WITHIN AREA BRISAL.
FOR FURTHER INFO CONTACT SALBRI INFORMATION 128.950MHZ.

E) FIRING WILL TAKE PLACE WITHIN AREA DINDRLY.

E) PJE WILL TAKE PLACE WITHIN AREA REPSO DROPPING ZONE.
VERTICAL LIMITS CHANGED DURING ACTIVITY.

E) FIRING WILL TAKE PLACE WITHIN AREA ARNETTE.

3.1.3   Published ATS airspace - activation [ATSA.ACT]

3.1.3.1   Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the activation of existing (published in the AIP) areas, such as TMA, CTR etc.

Production_rule
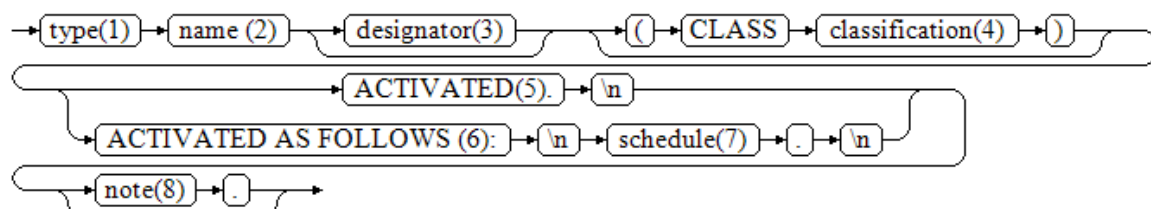
type(1)

Insert the type of the ATS airspace as follows:

type	text to be inserted in Item E	corresponding Q codes
OCA	"OCEANIC CONTROL AREA"	QAOCA
UTA	"UPPER CONTROL AREA"	QAHCA
TMA	"TMA"	QATCA
CTR	"CTR"	QACCA
ADIZ	"ADIZ"	QADCA
UDA	"UPPER ADVISORY AREA"	QAVCA
ATZ	"ATZ"	QAZCA
FIR	"FIR"	QAFCA
CTA	"CTA"	QAECA
OTHER	*Specify ATS airspace type...*	QXXCA

name(2)

The name of the area as published in the AIP.

The name of the area is mandatory for CTR, TMA and ATZ and any other type which exists more than once as a published airspace.

designator(3)

The published designator of the airspace concerned. If no designator is allocated, then the airspace is identified by its name(2).

classification(4)

If there is information about the classification of ATS airspace, insert the value of the classification attribute (D, E etc.).

ACTIVATED(5)

Use this element if ATS airspace has the status ACTIVATED.

ACTIVATED AS FOLLOWS(6)

Use this element if more than one ATS airspace activity exists.

schedule(7)

Collect all ATS airspace activity times and intervals associated with ATS airspace activation with the status ACTIVATED and decode according to the general decoding rules for Event schedules.

note(8)

Any additional information.

3.1.3.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
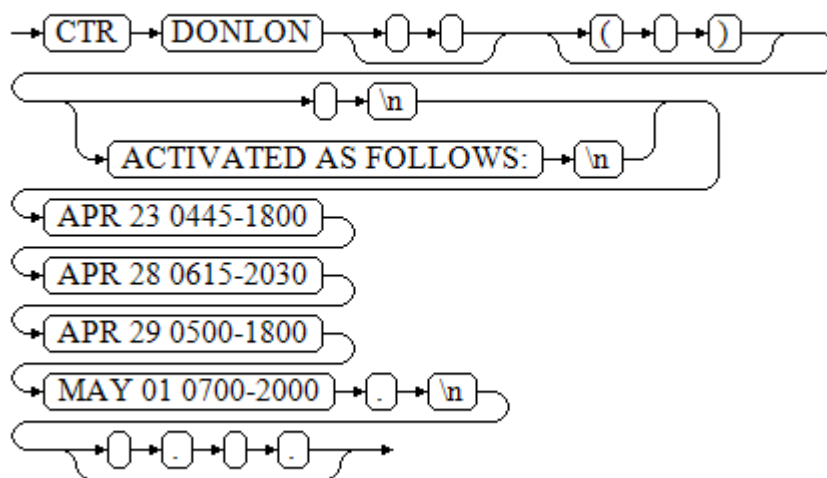
NOTAM example in this production rule:

```
E)  CTR DONLON ACTIVATED AS FOLLOWS:
APR 23 0445-1800
APR 28 0615-2030
APR 29 0500-1800
MAY 01  0700-2000.
```

More examples:

E) CTR BISTOCK (CLASS D) ACTIVATED.

INFORMATION ABOUT ACTIVITY ON ATIS 127.900MHZ /TEL +33 (0)3 28 48 35 50.

E) AERODROME TRAFFIC ZONE WICHNOR ACTIVATED.

E) TMA DONLON ACTIVATED.

E) TMA BISTOCK SECTOR 1 (CLASS C), 2 (CLASS D) AND 3 (CLASS C) ACTIVATED.

INFORMATION ABOUT ACTIVITY ON ATIS 127.900MHZ /TEL +33 (0)3 28 48 35 50.

3.1.4 Published ATS airspace – deactivation [ATSA.DACT]

3.1.4.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the deactivation of existing (published in the AIP) areas, such as CTR, TMA, etc.

Production_rule
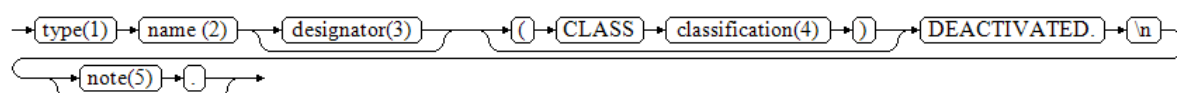
type(1)

Insert the type of the ATS airspace as follows:

type	text to be inserted in Item E	corresponding Q codes
OCA	"OCEANIC CONTROL AREA"	QAOCD
UTA	"UPPER CONTROL AREA"	QAHCD
TMA	"TMA"	QATCD
CTR	"CTR"	QACCD
ADIZ	"ADIZ"	QADCD
UDA	"UPPER ADVISORY AREA"	QAVCD
ATZ	"ATZ"	QAZCD
FIR	"FIR"	QAFCD
CTA	"CTA "	QAECD
OTHER	*Specify ATS airspace type...*	QXXCD

name(2)

The name of the area as published in the AIP.

designator(3)

The published designator of the airspace concerned. If no designator is allocated, then the airspace is identified by its name(2).

classification(4)

If there is information about the classification of ATS airspace, insert the value of the classification attribute (class D, class E etc.).

### note(5)

Any additional information.

3.1.4.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example
is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
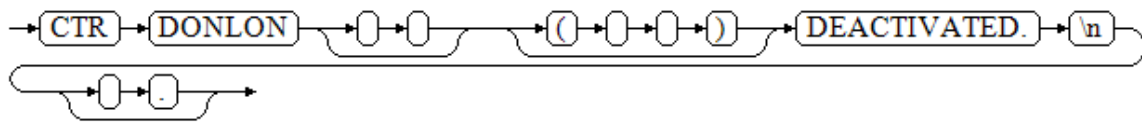
NOTAM example in this production rule:

```
E) CTR DONLON DEACTIVATED.
```


More examples:

```
E) CTR) WICHNOR (CLASS D) DEACTIVATED.
REF AIP SUP IFR 2 (AD).
```

```
E) CTR DONLON DEACTIVATED.
RECLASSIFIED TO AIRSPACE CLASS G, AD CONTROL NOT PROVIDED.
```

```
E) TMA NIBORD DEACTIVATED.
```

3.1.5 Ad-hoc PRD and TSA area creation [SAA1.NEW]

3.1.5.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the establishment of a temporary prohibited, restricted or danger area, airspace reservations and restrictions. It also applies for other areas which will be *given a specific designator and/or name*. If no specific designator and/or name apply, the next scenario shall be used.

type(1)

Insert the area type as follows:

type	text to be inserted in Item E	corresponding Q codes
P	"PROHIBITED AREA"	QRPCA
R	"RESTRICTED AREA"	QRRCA or QRTCA
D	"DANGER AREA"	QRDCA
TSA	"TEMPORARY SEGREGATED AREA"	QRRCA or QRTCA
TRA	"TEMPORARY RESERVED AREA"	QRRCA or QRTCA
W	"WARNING AREA"	QRRCA
A	"ALERT AREA"	QW****
Other activities of dangerous nature (ENR 5.2)	*Specify area type...*	QW*** or QR*** according to activity or as prescribed by national authority
OTHER	*Specify area type...*	QW*** or QR*** according to activity or as prescribed by national authority
Protection area (such as wild fauna, population, etc.)	"PROTECTION AREA"	QROLP or QRPCS

designator(2)

Insert in brackets the designator if such is allocated to the ad-hoc area.

name(3)

insert the name if such is allocated to the ad-hoc area.

activity(4)

The activity (if specified) shall be translated into readable text.

The list of activity terms for this scenario is provided in Appendix A.

location note(5)

If specified, insert here only the name of the location or other location details.

geometry(6)

To describe the area, insert the geometry of the circle, polygon, corridor or circle sector, as appropriate.

geometry of excluded airspace(7)

Insert here the designator and type of the excluded airspace. If more than one airspace is excluded from the preceding horizontal projection, the word "AND" shall be included before the second, third, etc. exclusion.

controlling unit note(8)

If available, insert information about controlling unit.

note(9)

Any additional information.

3.1.5.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
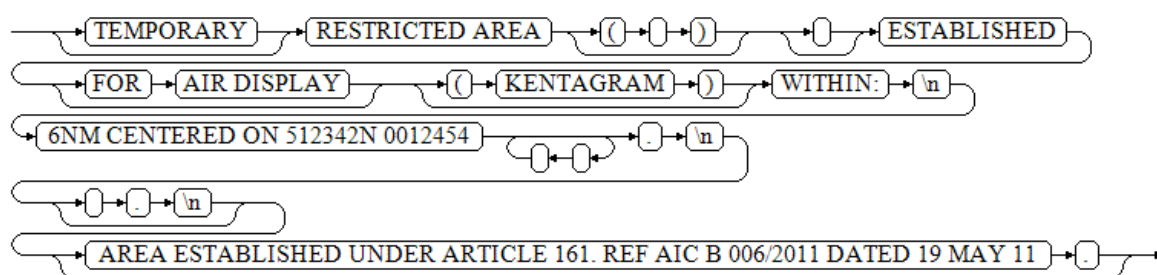
NOTAM example in this production rule:

E) TEMPORARY RESTRICTED AREA ESTABLISHED FOR AIR DISPLAY

(KENTAGRAM) WITHIN:

6NM RADIUS CENTRED ON 492342N 0001454E.

AREA ESTABLISHED UNDER ARTICLE 161. REF AIC B 006/2011 DATED 19

MAY 11.

More examples:

E) RESTRICTED AREA (LIMA) ESTABLISHED FOR AIR DISPLAY WITHIN:

1.5NM RADIUS CENTRED ON 452026N 0142218E.

FOR INFO ABOUT ACTUAL ACT CONTACT SIBY TWR.

E) TEMPORARY RESTRICTED AREA ESTABLISHED FOR AIR DISPLAY (WICHNOR) WITHIN:

5953N 00100E - 5953N 00120E - 5947N 00120E - 5947N 00100E - 5953N 00100E.

E) RESTRICTED AREA ESTABLISHED FOR PARAGLIDING (ZELTINEN-RACHTIG)

WITHIN:

5NM RADIUS CENTRED ON 495736N 0065935E (18NM E NATTENHEIM VOR NTM.

E) SPECIAL ACTIVITY AREA ESTABLISHED FOR AEROBATICS (MAGDEBURG/COCHSTEDT) WITHIN:

2NM RADIUS CENTRED ON 515122N 0112505E.

E) TEMPORARY RESTRICTED AREA (ZRT) ESTABLISHED FOR EXPLOSIVES BLASTING (OVER CHATEAUDUN AD) WITHIN:

1.5NM NM RADIUS CENTRED ON 48032835N 001224599E.

REAL TIMES OF ACTIVITY ANNOUNCED ON

BRICY APP: 122.700MHZ/373.575MHZ

SEINE INFO: 134.875MHZ

RAKI INFO: 143.550MHZ/317.500MHZ

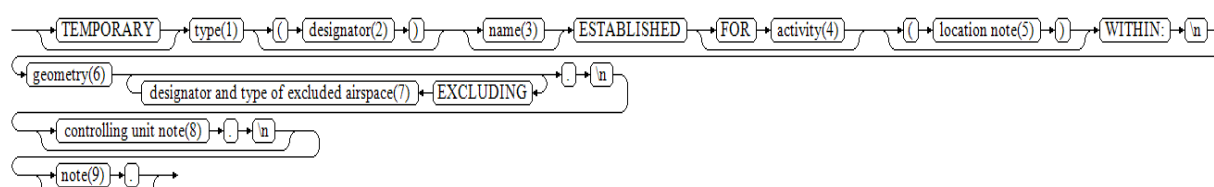ENTRY CONDITIONS FOR CIV (VFR/IFR) AND MIL AIR TFC (ITV):

COMPULSORY ZRT AVOIDANCE.

3.1.6 Ad-hoc Navigation warnings [SAA2.NEW]

3.1.6.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces ad-hoc navigation warnings (warnings) for activities such as aerobatics, air displays, glider flying, parachute jumping exercises etc.

Production_rule
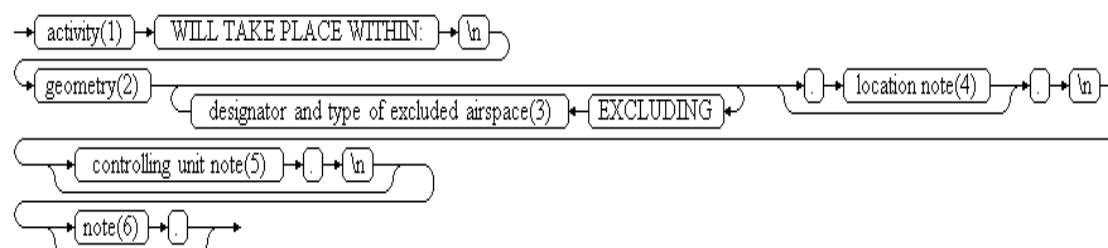
activity(1)

Insert the activity (if specified) translated into readable text.

The list of activity terms is provided in Appendix A.

geometry(2)

To describe the area, insert the geometry of the circle, polygon, corridor or circle sector, as appropriate.

geometry of excluded airspace(3)

Insert here the designator and type of the excluded airspace. If more than one airspace is excluded from the preceding horizontal projection, the word "AND" shall be included before the second, third, etc. exclusion.

location note(4)

If specified, insert here only the name of the location or other location details.

controlling unit note(5)

If available, insert information about the controlling unit.

note(6)

Any additional information.

3.1.6.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
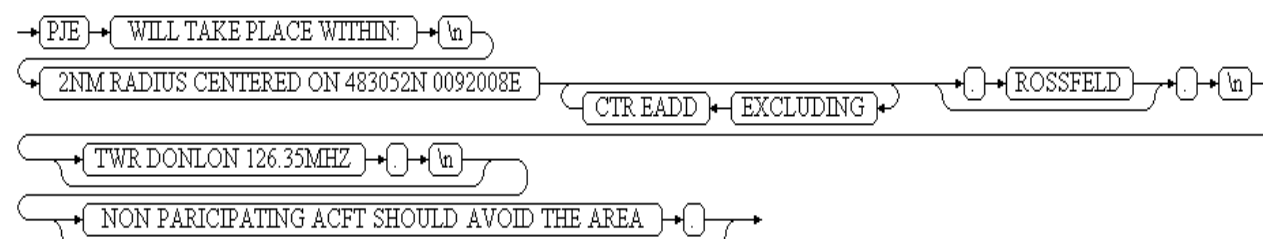
NOTAM Example in this production rule:

E) PJE WILL TAKE PLACE WITHIN:

2NM RADIUS CENTRED ON 483052N 0092008E, EXCLUDING CTR EADD (ROSSFELD).

TWR DONLON 126.350MHZ.

NON PARICIPATING ACFT SHOULD AVOID THE AREA.

More examples:

E) PJE WILL TAKE PLACE WITHIN:

20KM RADIUS CENTRED ON 460939N 0085243E EXCLUDING CTR LSZL AND

CTR LSZA AND FIR LIMM. AREA IS CENTRED AT LOCARNO ARP.

E) AIR DISPLAY WILL TAKE PLACE WITHIN:

2NM RADIUS CENTRED ON 5039N 00235E (TWINWOOD ARENA, NEAR BISTOCK,
BISTOCKSHIRE).

E) AEROBATICS WILL TAKE PLACE WITHIN:

5153N 01200E - 5153N 01220E - 5147N 01220E - 5147N 01200E - 5153N 01200E
(DESSAU).

E) AIR DISPLAY WILL TAKE PLACE WITHIN:

5NM RADIUS CENTRED ON 5139N 00542E (UDEN/VOLKEL).

REQ TO AVOID AREA.

E) AIR DISPLAY WILL TAKE PLACE WITHIN:

2NM RADIUS CENTRED ON 523031N 0060618E (ZWOLLE).

PILOTS CAN EXPECT ASCENT OF 35 HOT AIR BALLOONS AND PJE.

E) GLIDER FLYING WILL TAKE PLACE WITHIN:

5117N 01404E - 5042N 01228E - 5024N 01258E - 5023N 01325E - 5032N
01341E - 5044N 01459E - 5052N 01449E - 5110N 01457E - 5117N 01404E.
55 GLIDER ENROUTE, DEP PHASE 0730-0845, ARR PHASE 1530-1700.

E) PJE WILL TAKE PLACE WITHIN:

2NM RADIUS CENTRED ON 5139N 00542E(UDEN/VOLKEL).

REQ TO AVOID AREA.

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

3.1.7.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the establishment of a temporary ATS area.

Production_rule
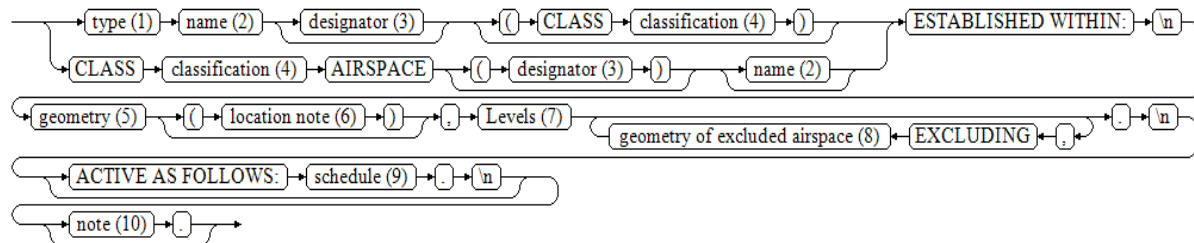
type(1)

Insert the type of the ATS airspace as follows:

type	text to be inserted in Item E	corresponding Q codes
OCA	"OCEANIC CONTROL AREA"	QAOCA
UTA	"UPPER CONTROL AREA"	QAHCA
TMA	"TMA"	QATCA
CTR	"CTR"	QACCA
ADIZ	"ADIZ"	QADCA
UDA	"UPPER ADVISORY AREA"	QAVCA
ATZ	"AERODROME TRAFFIC ZONE"	QAZCA
FIR	"FLIGHT INFORMATION REGION"	QAFCA
CTA	"CONTROL AREA"	QAECA
OTHER	*Specify ATS airspace type...*	QXXCA

name(2)

The name of the ATS airspace if provided.

designator(3)

The designator of the airspace concerned. If not provided, the airspace is identified by its name.

classification(4)

If there is information about the classification of ATS airspace, insert the value of the classification attribute.

geometry(5)

To describe the area, insert the geometry of the circle, polygon, corridor or circle sector, as appropriate.

location note(6)

Additional location information.

levels(7)

Insert the vertical limits of the airspace established (lower/upper limits).

geometry of excluded airspace(8)

Insert here the designator and type of the excluded airspace. If more than one airspace is excluded from the preceding horizontal projection, the word "AND" shall be included before the second, third, etc. exclusion.

schedule(9)

Collect all ad-hoc ATS airspace activation times and intervals associated with the ATS airspace and decode according to the general decoding rules published in OPADD.

note(10)

Any additional information.

3.1.7.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.
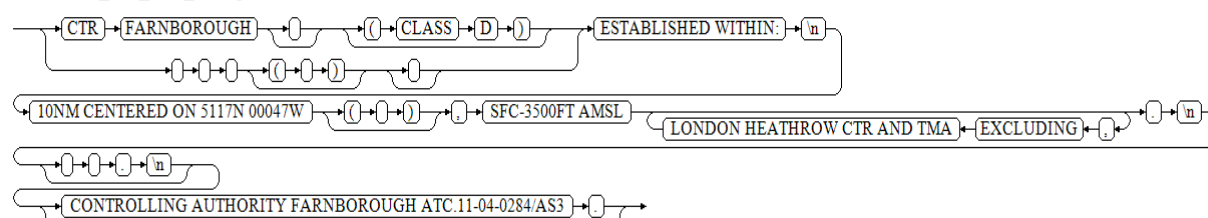
NOTAM Example in this production rule:

```
E) CTR FARNBOROUGH ( CLASS D ) ESTABLISHED WITHIN:
10NM RADIUS CENTRED ON 5117N 00047W, SFC-3500FT AMSL, EXCLUDING TMA
AND CTR LONDON HEATHROW.
CONTROLLING AUTHORITY FARNBOROUGH ATC.11-04-0284/AS 3.
```

More examples:

```
E) CTR STONEHENGE SECTOR 2(CLASS D) ESTABLISHED WITHIN:
5NM RADIUS CENTRED ON 5140N 00204W (KEMBLE), SFC-4500FT AMSL.
CONTROLLING AUTHORITY BRIZE RADAR/KEMBLE ATC. 11-06-0721/AS 4.
```

E) TMA BELFAST EAST (CLASS C) ESTABLISHED WITHIN:

BELFAST TMA EAST OF 00600W, 2000FT AMSL-FL105.

CONTROLLING AUTHORITY PRESTWICK CENTRE/BELFAST RADAR. 11-06-0648/AS4.

3.1.8   ATS route portion status [RTE.STS]

3.1.8.1   Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the temporary closure or opening (activation) of a route portion.
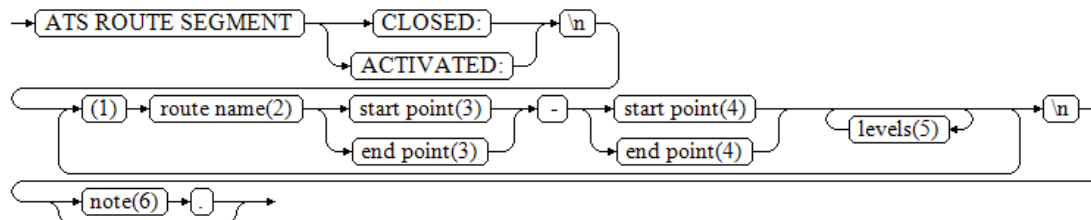
(1)

Identify the route portion(s) concerned and repeat steps from 3 to 5 for each route portion. To identify the route portion(s), order the route segment(s) associated with the event:

- First sort by the designator prefix, designator second letter, designator number or multiple identifier of the Route that is referred to by the route formed property.
- Secondly, order by identical values of start point choice or end point choice with another segment of the same Route. Pay attention that it is possible to have two distinct portions of the same route associated with the event.

route name(2)

Insert here the route name (designator prefix, designator second letter, designator number, multiple identifier).

start point(3)

Insert here the point designator or the navigation aid designator or the aerodrome/heliport designator identified as the start of a route portion at element(2) above.

end point(4)

Insert here the point designator or the navigation aid designator or the aerodrome/heliport designator identified as the end of a route portion at element(2) above.

levels(5)

Insert here the lower and upper values of the closed route segment.

note(6)

Any additional information.

3.1.8.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
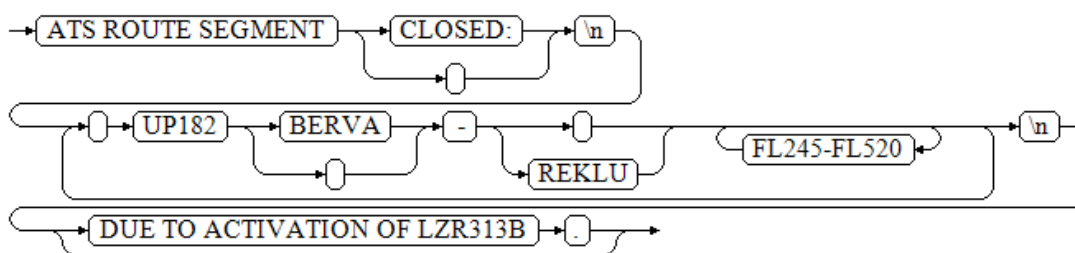
NOTAM Example in this production rule:

E) ATS ROUTE SEGMENT CLOSED:
UP182 BERVA – REKLU FL245-FL520
DUE TO ACTIVATION OF LZR313B.

More examples:

E) ATS ROUTE SEGMENT CLOSED:
UL339 LETUC – NOGED FL245-FL460.

E) ATS ROUTE SEGMENT CLOSED:
UL33 OKABA – RUMBA FL245-FL370
UN425 SIA – RUMBA FL245-FL370
UM365 AMG – ROBAC FL245-FL370
G379 SIA – RUMBA FL150-FL245
DUE TO ACTIVATION OF EDA169.

E) ATS ROUTE SEGMENT ACTIVATED:
L251 ORBUS – TKN FL155 – FL245

3.2 Movement and landing area scenarios

3.2.1 Aerodrome/Heliport closure [AD.CLS]

3.2.1.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM that announces the aerodrome/heliport closure.

This scenario shall be used when the NOTAM explains the complete situation of the aerodrome usage restrictions (completely closed or closed with some exceptions).

This scenario shall *not* be used when the NOTAM provides additional usage limitations (restrictions) such as "limited for aircraft heavier than", "prohibited for night operations". For these events, the dedicated scenario "Aerodrome/Heliport limitation [AD.LTD]" shall be used.

aerodrome type(1)
Insert here the aerodrome type as follows:

type	text to be inserted in Item E	corresponding Q codes
AD or AH	"AD"	QFALT
HP	"HELIPORT"	QFPLT
LS or other	"LANDING SITE"	QFALT

(2)
If there is an ICAO location indicator in item A, start with (1) "aerodrome type" and ignore elements (3a/b) "name" or "ARP".

If there is *no* ICAO location indicator in item A, start with (1) "aerodrome type" and insert **(3a/b).**

name(3a)
If no ICAO location indicator is allocated, insert name of the aerodrome here.

ARP(3b)
If no ICAO location indicator is allocated, or name of the aerodrome, insert here the text "LOCATED AT" followed by ARP coordinates.

usage operations(4)

due to

text to be inserted
"FOR LANDING"
"FOR TAKE-OFF"
"FOR TOUCH AND GO"
"FOR PRACTICE OF LOW APPROACHES"
"FOR ACFT PARTICIPATING IN AIR DISPLAY"
"FOR..."

flight characteristics(5)

Insert here flight characteristics as follows:

    a) by flight rule

text to be inserted
"IFR"
"VFR"

    b) by status[1]

text to be inserted
"HEAD OF STATE"
"STATE ACFT"
"HUMANITARIAN"
"HOSP"
"SEARCH AND RESCUE"
"FIRE FIGHTING"
"MEDEVAC"[2]
plain text

    c) by category[3]

text to be inserted
"MIL ACFT"
"CIVIL ACFT"

    d) by origin

---

[1] Status "EMERG" is not listed as an exceptions since aircraft in an emergency situation are not normally explicitly stated. Flights in high-risk situations might in any case prefer to request a landing.

[2] Abbreviation MEDEVAC" for "Medical Evacuation Flight" proposed in Amendment 32 to ICAO PANS-ABC Doc 8400 with applicability date of 10 November 2016.

[3] "GAT" and "OAT" not listed as unknown/unclear outside Europe. Use clearer terms such as "CIV", "MIL" and "STATE ACFT" instead. "PRIVATE" is not listed as it is deemed unlikely to be excluded from a closure.

text to be inserted
"DOMESTIC"
"INTL"
"HOME BASED ACFT"

e) by purpose

text to be inserted
"SCHEDULED"
"PARTICIPATING ACFT"

aircraft type(6)

If more than one aircraft type is used, insert commas between consecutive types.

Insert the following values:

a) types

text to be inserted
"HELICOPTERS"
"LANDPLANES"
"SEAPLANES"
"AMPHIBIANS"
"GYROCOPTERS"
"TILT WING ACFT"
"SHORT TAKE-OFF AND LANDING ACFT"
specify type of aircraft

b) engine

text to be inserted
"JET ACFT"
"PISTON ACFT"
"TURBOPROP ACFT"

c) wingspan

text to be inserted
"ACFT WITH WINGSPAN MORE THAN"
"ACFT WITH WINGSPAN EQUAL TO OR MORE THAN"
"ACFT WITH WINGSPAN EQUAL TO OR LESS THAN"
"ACFT WITH WINGSPAN LES THAN"

d) weight

text to be inserted
"ACFT MASS HEAVIER THAN"
"ACFT MASS EQUAL TO OR HEAVIER THAN"
"ACFT MASS EQUAL TO OR LIGHTER THAN"
"ACFT MASS LIGHTER THAN"

(7)

If there are more than one flight characteristic or aircraft type, select each.

PPR(8)

Insert here "PPR" followed by the value of the prior permission attribute as follows:

text to be inserted
"HOURS"
"MINUTES"
plain text

AND EXCEPT(9)

If more than one usage element exists, insert additional ones starting each time on a new line.

note(10)

Any additional information.

3.2.1.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.
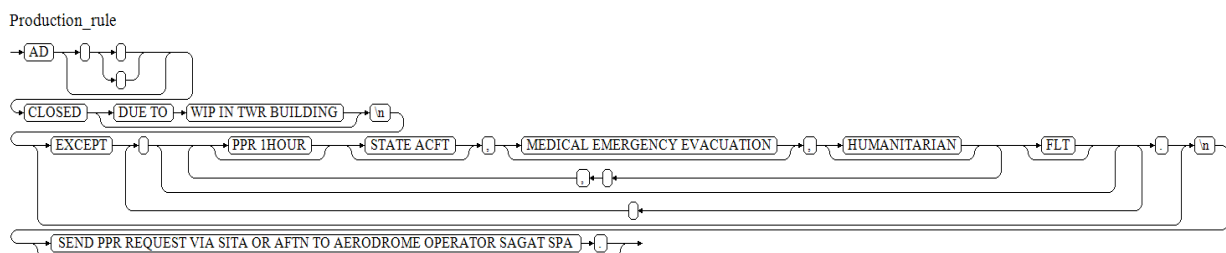
NOTAM example in this production rule:

E) AD CLOSED DUE TO WORK IN PROGRESS IN TWR BUILDING

EXCEPT PPR 1HOUR STATE ACFT, MEDICAL EMERGENCY EVACUATION, HUMANITARIAN FLIGHT.

SEND PPR REQUEST VIA SITA OR AFTN TO AERODROME OPERATOR SAGAT SPA.

More examples:

```
E) AD CLOSED.

FOR INFO CALL +37 92665553.


E) AD CLOSED.


E) HELIPORT BEREWIJK KRUIS KIENESUZIN

CLOSED DUE TO WIP.


E) HELIPORT EL RUMBA DEL ROBI HOSPITAL CLOSED.


E) HELIPORT KATANGA/MEDICINE CENTER LOCATED AT (ARP coordinates)

CLOSED DUE TO TEMPORARY ERECTED OBSTACLE.


E) HELIPORT BILINGER UNIVERSITY CLINIC CLOSED.
```

Note: The NOTAM examples indicate appropriate usage of a new line in the text, related to the element "closed".

3.2.2　Aerodrome/Heliport limitation [AD.LTD]

3.2.2.1　Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces an aerodrome/heliport limitation.

This scenario shall be used to notify limiting and prohibiting events other than closures of the aerodrome/heliport. For notification of aerodrome/heliport closures, the dedicated scenario "Aerodrome/Heliport closure [AD.CLS]" shall be used.

aerodrome type(1)
Insert here the aerodrome type as follows.

type	text to be inserted in Item E	corresponding Q codes
AD or AH	"AD"	QFALT
HP	"HELIPORT"	QFPLT
LS or OTHER	"LANDING SITE"	QFALT

(2)
If there is an ICAO location indicator in item A, start with (1) "aerodrome type" and ignore elements (3a/b) "name" or "ARP".

If there is *no* ICAO location indicator in item A, start with (1) "aerodrome type" and insert **(3a/b).**

name(3a)
If no ICAO location indicator is allocated, insert the name of the aerodrome here.
ARP(3b)
If no ICAO location indicator is allocated, or name of the aerodrome, insert here the text "LOCATED AT" followed by ARP coordinates.

usage operations(4)

Insert here the usage operations as follows:

text to be inserted
"LANDING"
"TAKE-OFF"
"TOUCH AND GO"

"PRACTICE OF LOW APPROACHES"
"ACFT PARTICIPATING IN AIRSHOW"
plain text

flight characteristics(5)

Insert here the flight characteristics as follows:

   a) by flight rule

text to be inserted
"IFR"
"VFR"

   b) by status[4]

text to be inserted
"HEAD OF STATE"
"STATE ACFT"
"HUMANITARIAN"
"HOSP"
"SEARCH AND RESCUE"
"FIRE FIGHTING"
"MEDEVAC[5]"
plain text

   c) by category[6]

text to be inserted
"MIL ACFT"
"CIVIL ACFT"

   d) by origin

text to be inserted
"DOMESTIC"
"INTL"

---

[4] Status "EMERG" is not listed as an exception as aircraft in an emergency situation are not normally explicitly stated. Flights in high-risk situations might in any case prefer to request landing.

[5] Abbreviation MEDEVAC" for "Medical Evacuation Flight" proposed in Amendment 32 to ICAO PANS-ABC Doc 8400 with applicability date of 10 November 2016.

[6] "GAT" and "OAT" not listed as unknown/unclear outside Europe. Use clearer terms such as "CIV", "MIL" and "STATE ACFT" instead. "PRIVATE" is not listed as it is deemed unlikely to be excluded from a closure.

"HOME BASED ACFT"

e) by purpose

text to be inserted
"SCHEDULED"
"PARTICIPATING ACFT"

aircraft type(6)

If more than one aircraft type is used, insert commas between consecutive types.

Insert the following values:

a) types

text to be inserted
"HELICOPTERS"
"LANDPLANES"
"SEAPLANES"
"AMPHIBIANS"
"GYROCOPTERS"
"TILT WING ACFT"
"SHORT TAKE-OFF AND LANDING ACFT"
specify type of aircraft

b) engine

text to be inserted
"JET ACFT"
"PISTON ACFT"
"TURBOPROP ACFT"

c) wingspan

text to be inserted
"ACFT WITH WINGSPAN LARGER THAN"
"ACFT WITH WINGSPAN EQUAL TO OR LARGER THAN"
"ACFT WITH WINGSPAN EQUAL TO OR "SMALLER THAN"
"ACFT WITH WINGSPAN SMALLER THAN"

d) weight

text to be inserted
"ACFT MASS MORE THAN"
"ACFT MASS EQUAL TO OR MORE THAN"
"ACFT MASS EQUAL TO OR LESS THAN"
"ACFT MASS LESS THAN"

(7)

If there are more than one flight characteristic or aircraft type, select each.

Before the last value, insert AND instead of a comma.

exception details(8)

Insert exception details relevant to the limitation/prohibiting event.

limitation reason(9)

The reason for the aerodrome/heliport limitation.

note(10)

Any additional information.

3.2.2.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
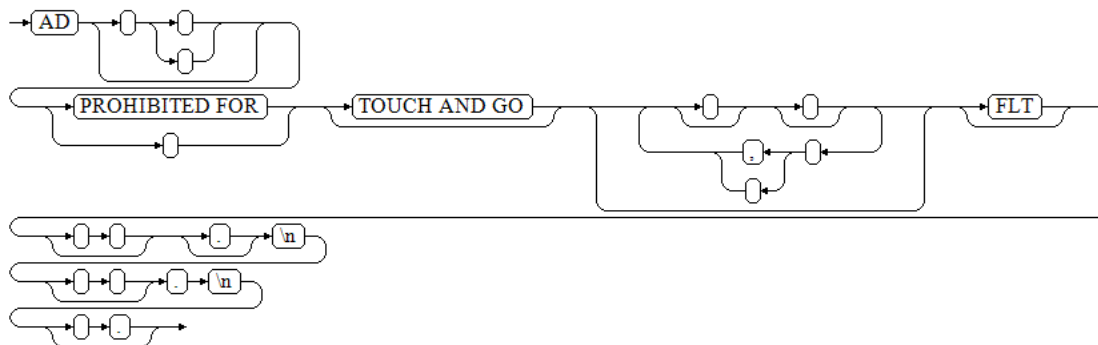
NOTAM example in this production rule:

E) AD PROHIBITED FOR TOUCH AND GO FLT.

More examples:

E) AD PROHIBITED AS ALTERNATE FOR A380.

E) AD LIMITED TO HEL FLT.

```
E) AD BEREWIJ KRUIS KIENESUZIN
LIMITED TO ACFT PARTICIPATING IN AIR SHOW.
```

```
E) AD LIMITED TO IFR FLT DUE TO WX BELOW MINIMA VIS 4000M.
```

Note: The NOTAM examples indicate the appropriate usage of a new line in the text, related to the elements "limited to/prohibited".

3.2.3 Runway closure [RWY.CLS]

3.2.3.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces runway closure.

This scenario shall be used when the NOTAM explains the complete situation of the runway usage restrictions (completely closed or closed with some exceptions).

This scenario shall not be used when the NOTAM provides additional usage limitations such as "for aircraft heavier than", "prohibited for night operations". For these events, the dedicated scenario "Runway limitation [RWY.LTD]" shall be used.

Production_rule

(1)
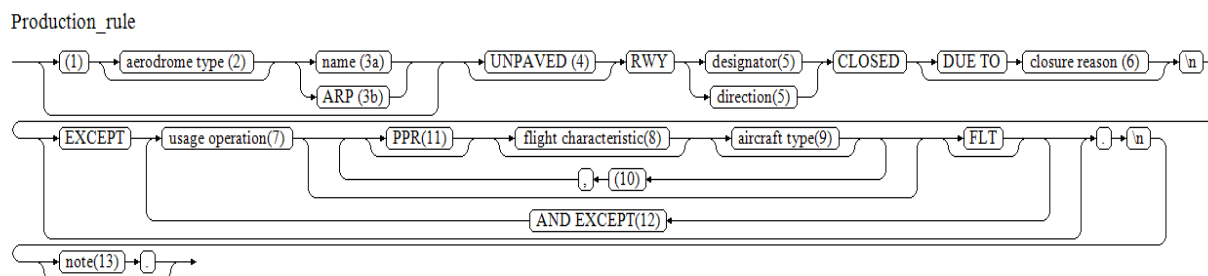
If there is an ICAO location indicator in item A, ignore element (2) "aerodrome type", (3a/b) "name" or "ARP" and start the first line with (4) or "RWY".

aerodrome type(2)

Insert here the type of aerodrome as follows:

type	text to be inserted in Item E	corresponding Q code
AD or AH	"AD"	QMRLC/QMRLT/QMRAP as appropriate
HP	"HELIPORT"	QMRLC/QMRLT/QMRAP as appropriate
LS or other	"LANDING SITE"	QMRLC/QMRLT/QMRAP as appropriate

Insert QMRLC if there are no exceptions or if exceptions apply only to "by status"(e.g. HUM, STATE, requiring special handling by ATS) or PPR. If PPR is the only exception, use "QMRAP".

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

UNPAVED(4)

This element is only used in cases where there are two runways with the same designator but different surfaces (for instance RWY 07/25, one concrete and the second gravel or grass).

designator(5)/direction(5)

If both runway directions are concerned, choose the element "designator(5)" and insert the designator of each separated by "/". If only one runway direction is concerned, choose the element "direction(5)".

closure reason(6)

The reason for the runway closure.

usage operations(7)

Insert here the usage operations as follows:

text to be inserted
"FOR LANDING"
"FOR TAKE-OFF"
"FOR TOUCH AND GO"
"FOR PRACTICE LOW APPROACHES"
"FOR ACFT PARTICIPATING IN AIR DISPLAY"
"FOR TAXIING"
"FOR CROSSING"
"FOR EMERGENCY"

flight characteristics(8)

Insert here the flight characteristics as follows:

    a) by flight rule

text to be inserted
"IFR"
"VFR"

    b) by status[7]

text to be inserted
"HEAD OF STATE"
"STATE ACFT"
"HUMANITARIAN"
"HOSP"
"SEARCH AND RESCUE"
"FIRE FIGHTING"
"MEDEVAC" [8]
plain text

---

[7] Status "EMERG" is not listed as an exception as aircraft in an emergency situation are not normally explicitly stated. Flights in high-risk situations might in any case prefer to request landings.

[8] Abbreviation MEDEVAC" for "Medical Evacuation Flight" proposed in Amendment 32 to ICAO PANS-ABC Doc 8400 with applicability date of 10 November 2016.

c) by category[9]

text to be inserted
"MIL ACFT"
"CIVIL ACFT"

d) by origin

text to be inserted
"DOMESTIC"
"INTL"
"HOME BASED"

e) by purpose

text to be inserted
"SCHEDULED"
"PARTICIPATING ACFT"

aircraft type(9)

If more than one aircraft type is used, insert blanks between consecutive types. Insert the following values:

a) types

text to be inserted
"HELICOPTERS"
"LANDPLANES"
"AMPHIBIANS"
"GYROCOPTERS"
"TILT WING ACFT"
"SHORT TAKE-OFF AND LANDING ACFT"
specify type of aircraft

b) engine

text to be inserted
"JET ACFT"
"PISTON ACFT"
"TURBOPROP ACFT"

---

[9] "GAT" and "OAT" are not listed as unknown/unclear outside Europe. Use clearer terms such as "CIV", "MIL" and "STATE ACFT" instead. "PRIVATE" is not listed as it is deemed unlikely to be excluded from a closure.

c) wingspan

text to be inserted
"ACFT WITH WINGSPAN MORE THAN"
"ACFT WITH WINGSPAN EQUAL TO OR MORE THAN"
"ACFT WITH WINGSPAN EQUAL TO ORLESS THAN"
"ACFT WITH WINGSPAN LESS THAN"

d) weight

text to be inserted
"ACFT MASS HEAVIER THAN"
"ACFT MASS EQUAL TO OR HEAVIER THAN"
"ACFT MASS EQUAL TO OR LIGHTER THAN"
"ACFT MASS LIGHTER THAN"

(10)

If there are more than one flight characteristic or aircraft type, select each.

PPR(11)

Insert here the value of the prior permission attribute as follows:

text to be inserted
"HOURS"
"MINUTES"
plain text

EXCEPT(12)

If more than one usage element exists, insert additional elements starting each time on a new line.

note(13)

Any additional information.

3.2.3.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
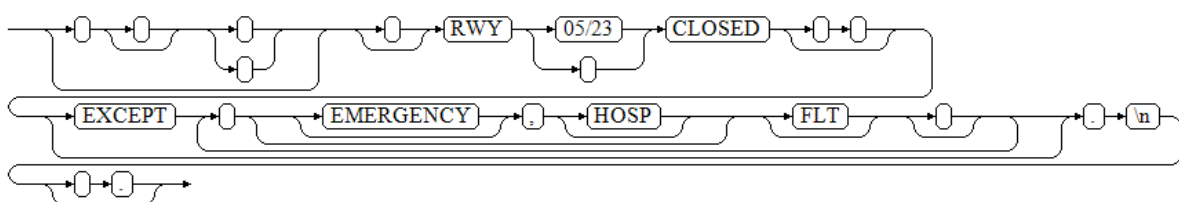
NOTAM Example in this production rule:

E) RWY 05/23 CLOSED

EXCEPT EMERGENCY, HOSP FLT.

More examples:

E) RWY 07/25 CLOSED.

E) RWY 11/29 CLOSED DUE TO WORK IN PROGRESS.

E) UNPAVED RWY 09/27 CLOSED.

E) RWY 03R/21L CLOSED DUE TO TOPOGRAPHY WORKS

EXCEPT MIL ACFT, AND EXCEPT PPR 15 MINUTES EMERGENCY FLT.

FOR PPR CALL AD.

E) UNPAVED RWY 04/22 CLOSED

EXCEPT HELICOPTER.

3.2.4 Runway limitation [RWY.LTD]

3.2.4.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces a runway limitation.

This scenario shall be used when notifying limiting or prohibiting events on the runway, other than a total closure of the runway (or closure with some exceptions). For notification of runway closures, the dedicated scenario "Runway closure [RWY.CLS]" shall be used.
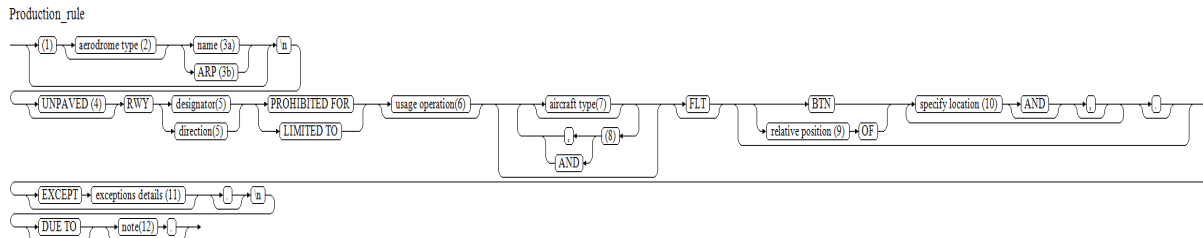
(1)

If there is an ICAO location indicator in item A, ignore elements (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with (4) or "RWY".

aerodrome type(2)

If no ICAO location indicator is allocated, insert the aerodrome type as follows:

type	text to be inserted in Item E	corresponding Q codes
AD or AH	"AD"	QMRLT
HP	"HELIPORT"	QMRLT
LS or OTHER	"LANDING SITE"	QMRLT

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

UNPAVED(4)

This element is only used in cases where there are two runways with the same designator but different surfaces (for instance, RWY 07/25, one concrete and the second gravel or grass).

designator(5)/direction(5)

If both runway directions are concerned, choose the element "designator(5)" and insert the designator of each, separated by "/". If only one direction is concerned, choose the element "direction(5)".

usage operations(6)

Insert here the usage operations as follows:

text to be inserted
"LANDING"
"TAKE-OFF"
"TOUCH AND GO"
"PRACTICE LOW APPROACHES"
"AIRSHOW PARTICIPATING ACFT"
"TAXIING"
"CROSSING"
"EMERGENCY"

flight characteristics(7)

Insert here the flight characteristics as follows:

a) by flight rule

text to be inserted
"IFR"
"VFR"

b) by status[10]

text to be inserted
"HEAD OF STATE"
"STATE ACFT"
"HUMANITARIAN"
"HOSP"
"SEARCH AND RESCUE"
"FIRE FIGHTING"
"MEDEVAC"[11]
plain text

c) by category[12]

text to be inserted
"MIL ACFT"

---

[10] Status "EMERG" is not listed as an exception as aircraft in emergency situations are not normally explicitly stated. Flights in high-risk situations might in any case prefer to request landings.

[11] Abbreviation MEDEVAC" for "Medical Evacuation Flight" proposed in Amendment 32 to ICAO PANS-ABC Doc 8400 with applicability date of 10 November 2016.

[12] "GAT" and "OAT" are not listed as unknown/unclear outside Europe. Use clearer terms such as "CIV", "MIL" and "STATE ACFT" instead. "PRIVATE" is not listed as it is deemed unlikely to be excluded from a closure.

"CIVIL ACFT"

d) by origin

text to be inserted
"DOMESTIC"
"INTL"
"HOME BASED ACFT"

e) by purpose

text to be inserted
"SCHEDULED"
"PARTICIPATING ACFT"

aircraft type(8)

If more than one aircraft type was used, insert commas between consecutive types.

Insert the following values:

a) types

text to be inserted
"HELICOPTERS"
"LANDPLANES"
"SEAPLANES"
"AMPHIBIANS"
"GYROCOPTERS"
"TILT WING ACFT"
"SHORT TAKE-OFF AND LANDING ACFT"
specify type of aircraft

b) engine

text to be inserted
"JET ACFT"
"PISTON ACFT"
"TURBOPROP ACFT"

c) wingspan

text to be inserted

"ACFT WITH WINGSPAN LARGER THAN"
"ACFT WITH WINGSPAN EQUAL TO OR LARGER THAN"
"ACFT WITH WINGSPAN EQUAL TO OR "SMALLER THAN"
"ACFT WITH WINGSPAN SMALLER THAN"

d) weight

text to be inserted
"ACFT MASS MORE THAN"
"ACFT MASS EQUAL TO OR MORE THAN"
"ACFT MASS EQUAL TO OR LESS THAN"
"ACFT MASS LESS THAN"

(9)

If there are more than one flight characteristic or aircraft type, select each.

Before the last value, insert AND instead of a comma.

note(10)

Any additional information.

3.2.4.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.
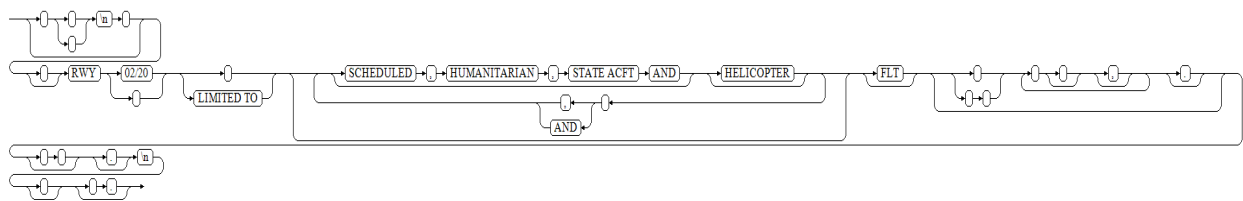
NOTAM example in this production rule:

E) RWY 02/20 LIMITED TO SCHEDULED, HUMANITARIAN, STATE ACFT AND HELICOPTER FLT.

3.2.5   Taxiway closure [TWY.CLS]

3.2.5.1   Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the closure of movement areas established for the taxiing of aircraft or parts of such areas.

This scenario shall be used for notifying the complete taxiway(s) usage restriction situation (completely closed or closed with some exceptions).

This scenario shall not be used for notifying limiting or prohibiting usage on the taxiway; for these events the "Taxiway Limitation [TWY.LTD]" scenario shall be used.

Rules on the usage of the production rule are:

- More than one taxiway can be included only if the information/condition (closed, exceptions, parts) applies equally to all taxiways. Otherwise, separate NOTAM shall be issued.
- Rapid exist taxiway (element 4) and a normal taxiway may be included in the same event, even though they have different Q-codes. The corresponding Q-code (2./3 letter) in such cases shall be QMY (RAPID EXIT TWY).
- The condition Q-code (4./5.) is always LC (closed).
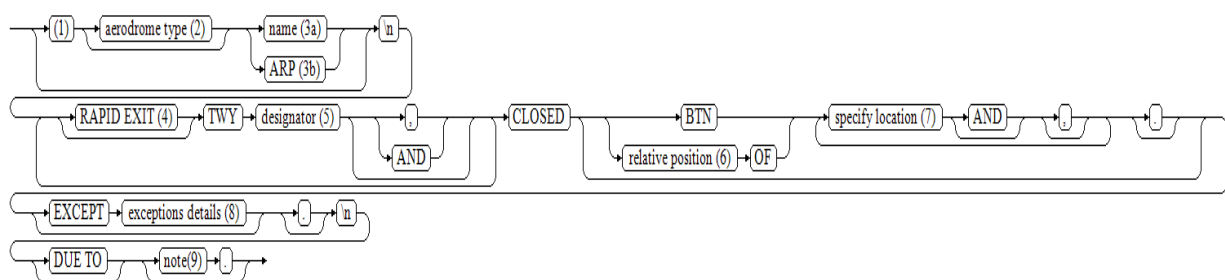
(1)

If there is an ICAO location indicator in item A), ignore element (2) ˝aerodrome type˝ and elements (3a/ 3b) "name" or "ARP" and start the first line with (4) or "TWY".

aerodrome type(2)

If no ICAO location indicator is allocated, insert here the aerodrome type as follows:

type	text to be inserted in Item E
AD OR AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome or heliport or landing site here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome or heliport or landing site, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type and name" or "aerodrome type and ARP" are used, insert thereafter a line feed.

RAPID EXIT(4)

If there is a rapid exit taxiway as a part of the taxiway that is completely or partially closed, then insert here "RAPID EXIT".

designator(5)

The designator of the closed taxiway as published in the AIP.

relative position(6)

Insert the relative position, described as e.g. "NORTH OF"...

specify location(7)

Insert the elements of the movement area such as TWY, RWY, APRON, ACFT STAND, followed by the designator to specify the parts that are affected. Use prepositions such as "BTN"…"AND"… or the relative position such as "NORTH OF" to indicate their relationship.

exceptions details(8)

Insert here the exceptions details:

text to be inserted
"ACFT WITH WINGSPAN EQUAL TO OR "SMALLER THAN"
"ACFT WITH WINGSPAN SMALLER THAN"
"ACFT MASS EQUAL TO OR LIGHTER THAN"
"ACFT MASS LIGHTER THAN"
"FOR CROSSING"
˝FOR AIRCRAFT UNDER TOW˝
˝FOR BASED ACTIVITIES˝
˝FOR ACFT PERFORMING AERIAL WORK˝
˝FOR PUSHBACK˝
"other..." specify other reasons.

note(9)

Any additional information.

3.2.5.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
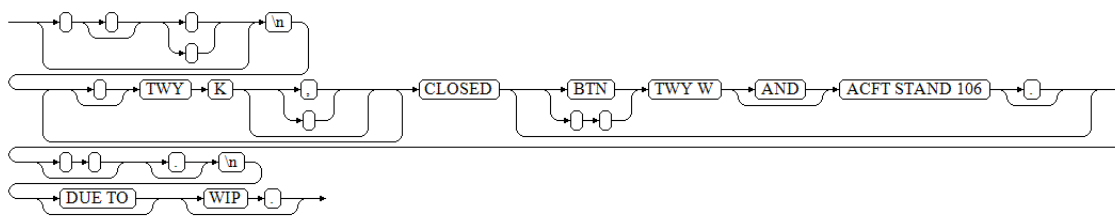
NOTAM example in this production rule:

E) TWY K CLOSED BTN TWY W AND ACFT STAND 106 DUE TO WIP.

More examples:

E) TWY N CLOSED BTN ACFT STAND 116 AND ACFT STAND 120 DUE TO WIP.

E) TWY H CLOSED BTN TWY D AND RWY 09/27.

E) TWY A CLOSED NORTH OF TWY N.

E) RAPID EXIT TWY L7 AND L8 CLOSED.

E) TWY D CLOSED DURING NIGHTTIME AND/OR WHEN VISIBILITY LESS OR EQUAL TO 1600M.

3.2.6 Taxiway limitation [TWY.LTD]

3.2.6.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces a limited or prohibited usage of a taxiway.

This scenario shall be used when notifying limiting or prohibiting events on the taxiway, other than a total closure of the taxiway (or closure with some exceptions). For notification of taxiway closures, the dedicated scenario "Taxiway closure [TWY.CLS]" shall be used.

Corresponding Q-codes:

- Events including rapid exit taxiway(s), use (2./3 letter) MY. The code is also used in combination with normal taxiway(s).
- Events on normal taxiway(s), use (2./3 letter) MX.
- Condition code (4./5 letter) is always LT (limited).

(1)

If there is an ICAO location indicator in item A, ignore elements (2) "aerodrome type", (3a/b) "name" or "ARP", and start the first line with (4) or "TWY".

aerodrome type(2)

If no ICAO location indicator is allocated, insert the aerodrome type as follows:

type	text to be inserted in Item E
AD or AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

If the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

RAPID EXIT(4)

If there is a rapid exit taxiway as a part of the taxiway completely or partially closed, insert here "RAPID EXIT".

designator(5)

The designator of the limited taxiway that is the subject of the event and published in the AIP.

usage operations(6)

Insert here the usage operations as follows:

text to be inserted
"TAXIING"
"CROSSING"

aircraft type(7)

If more than one aircraft type is used, insert commas between consecutive types.

Insert the following values:

  a) types

text to be inserted
"HELICOPTERS"
"LANDPLANES"
"SEAPLANES"
"AMPHIBIANS"
"GYROCOPTERS"
"TILT WING ACFT"
"SHORT TAKE-OFF AND LANDING ACFT"
specify type of aircraft

  b) engine

text to be inserted
"JET ACFT"
"PISTON ACFT"
"TURBOPROP ACFT"

  c) wingspan

text to be inserted
"ACFT WITH WINGSPAN LARGER THAN"
"ACFT WITH WINGSPAN EQUAL TO OR LARGER THAN"
"ACFT WITH WINGSPAN EQUAL TO OR SMALLER THAN"
"ACFT WITH WINGSPAN SMALLER THAN"

  d) weight

text to be inserted
"ACFT MASS MORE THAN"
"ACFT MASS EQUAL TO OR MORE THAN"
"ACFT MASS EQUAL TO OR LESS THAN"
"ACFT MASS LESS THAN"

(8)

If there are more than one flight characteristic or aircraft type, select each.

Before the last value, insert AND instead of a comma.

relative position(9)

Insert the relative position, described as e.g. "NORTH OF"...

specify location(10)

Insert the elements of the movement area such as TWY, RWY, APRON, ACFT STAND, followed by the designator to specify the parts affected. Use prepositions such as "BTN"…"AND"… or the relative position such as "NORTH OF" to indicate their relationship.

exceptions details(11)

Insert here the exceptions details:

| text to be inserted |
|---|
| "ACFT WITH WINGSPAN EQUAL TO OR SMALLER THAN" |
| "ACFT WITH WINGSPAN SMALLER THAN" |
| "ACFT MASS EQUAL TO OR LIGHTER THAN" |
| "ACFT MASS LIGHTER THAN" |
| "FOR CROSSING" |
| ″FOR AIRCRAFT UNDER TOW″ |
| ″FOR BASED ACTIVITIES″ |
| ″FOR ACFT PERFORMING AERIAL WORK″ |
| ″FOR PUSHBACK″ |
| "other..." specify other reasons. |

note(12)

Any additional information.

3.2.6.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
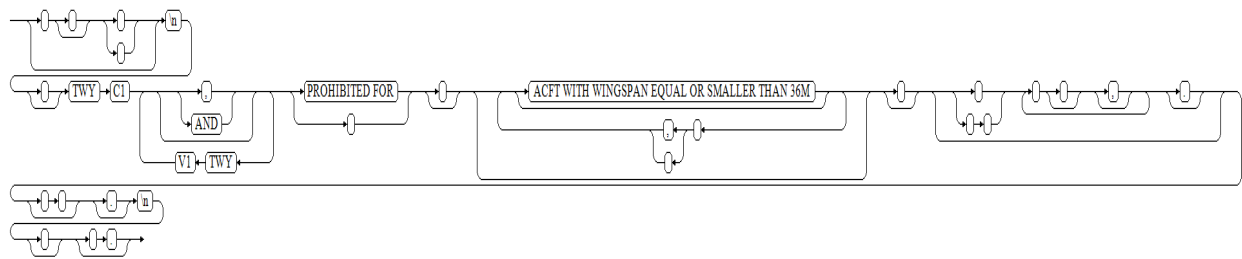
NOTAM example in this production rule:

E) TWY C1 AND TWY V1 PROHIBITED FOR ACFT WITH WINGSPAN EQUAL TO OR SMALLER THAN 36M.

More examples:

E) TWY D AND TWY E PROHIBITED FOR AFCT MASS MORE THAN ….
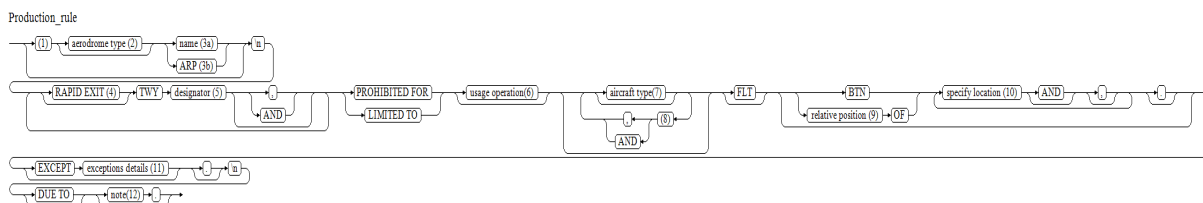
3.2.7 Displaced threshold [THR.CHG]

3.2.7.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces a temporary displacement of a runway threshold and defining new declared distances.

(1)

If there is an ICAO location indicator in item A, ignore elements (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with (4) or "RWY".

aerodrome type(2)

If no ICAO location indicator is allocated, insert the aerodrome type as follows:

type	text to be inserted in Item E
AD or AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

UNPAVED(4)

This element is only used in cases where there are two runways with the same designator but different surfaces (for instance, RWY 07/25, one concrete and the second gravel or grass).

designator(5)

The published designator of the runway concerned.

threshold displacement value(6)

Insert here the value of the distance from the normal threshold followed by the unit of measurement (UOM) and with no space between the value and the UOM (ref OPADD Ed 4.0 paragraph 2.3.22.9) as follows:

declared distance units of measurement	text to be inserted
FT	"FT"
M	"M"

INWARDS/OUTWARDS (specify location/geographical reference)

Insert the description of the location or the geographical reference of the element as "INWARDS", "OUTWARDS" or another relative position. This element is optional.

threshold position(7)

Insert the new threshold position as coordinates if available.

runway landing direction(8)

The published designator of the runway direction concerned.

declared distance type(9)

Insert here the declared distance type as follows in the order TORA, TODA, ASDA, LDA.

declared distance type	text to be inserted
TORA	"TORA"
TODA	"TODA"
ASDA	"ASDA"
LDA	"LDA"

declared distance value(10)

Insert here the values of declared distances followed by the unit of measurement (UOM) and with no space between the value and the UOM (ref OPADD Ed.4.0 paragraph 2.3.22.9) as follows:

declared distance units of measurement	text to be inserted
FT	"FT"
M	"M"

note(11)

Any additional information.

3.2.7.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
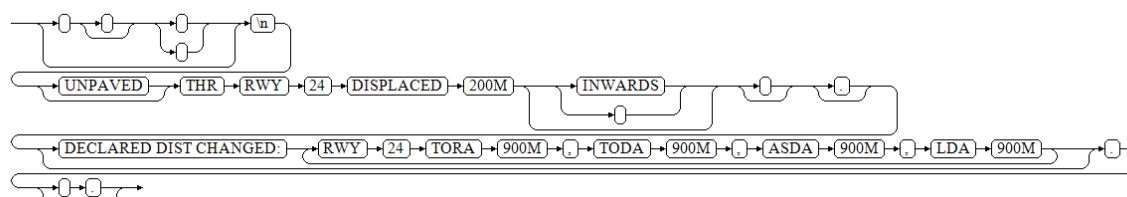
NOTAM example in this production rule:

E) THR RWY 24 DISPLACED 200M INWARDS .
DECLARED DIST CHANGED: RWY 24 TORA 900M, TODA 900M, ASDA 900M, LDA 900M .

More examples:

E) THR RWY 33 DISPLACED 30M INWARDS.

DECLARED DIST CHANGED: RWY 33 LDA 970M.

MARKED WITH CONES.

E) THR RWY 32 DISPLACED 65M INWARDS, PSN 650145.01N 0174533.02E.

AVBL RWY LENGTH 1457M.

E) THR RWY 36L DISPLACED 300M INWARDS.

DECLARED DIST CHANGED:

RWY 36L TORA 3200M, TODA 3200M, ASDA 3200M, LDA 2100M.

RWY 18R TORA 3200M, TODA 2100M, ASDA 3200M, LDA 3200M.

3.2.8   Runway declared distance change [RWD.CHG]

3.2.8.1   Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces changes in the declared distances.

(1)

If there is an ICAO location indicator in item A, ignore element (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with (4) or "RWY".

aerodrome type(2)

If no ICAO location indicator is allocated, insert the aerodrome type as follows:

type	text to be inserted in Item E
AD or AD	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

UNPAVED(4)

This element is only used where there are two runways with the same designator but different surfaces (for instance, RWY 07/25, one concrete and the second gravel or grass).

designator(5)

The published designator of the runway concerned (both runway numbers).

runway landing direction(6)

The published designator of the runway direction concerned.

declared distance type(7)

Insert here the declared distance type as follows in the order TORA, TODA, ASDA, LDA.

declared distance type	text to be inserted
TORA	"TORA"
TODA	"TODA"
ASDA	"ASDA"
LDA	"LDA"

declared distance value(8)

Insert here the values of the declared distances followed by the unit of measurement (UOM) with no space between the value and the UOM (ref OPADD Ed. 4.0 paragraph 2.3.22.9) as follows:

declared distance units of measurement	text to be inserted
FT	"FT"
M	"M"

note(9)

Any additional information.

3.2.8.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.
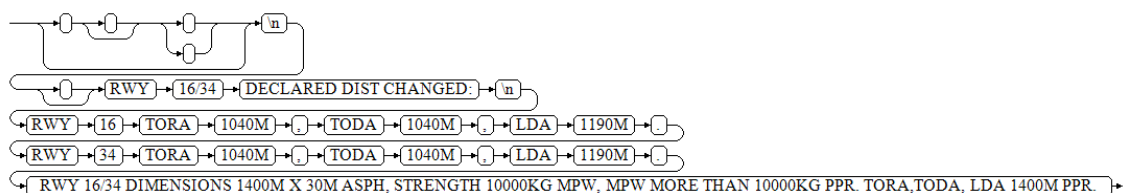
NOTAM example in this production rule:

```
E) RWY 16/34 DECLARED DIST CHANGED:
RWY 16 TORA 1040M, TODA 1040M, LDA 1190M.
RWY 34 TORA 1040M, TODA 1040M, LDA 1190M.
RWY 16/34 DIMENSIONS: 1400M X 30M ASPH, STRENGTH 10000KG MPW,
MPW MORE THAN 10000KG PPR. TORA, TODA, LDA 1400M PPR.
```

More examples:

```
E) RWY 11/29 DECLARED DIST CHANGED:
RWY 11 TORA 1653FT, TODA 1653FT, ASDA 1653FT, LDA 1653FT.
RWY 29 TORA 1653FT, TODA 1653FT, ASDA 1653FT, LDA 1653FT.
```

3.2.9 Runway portion closure [RWE.CLS]

3.2.9.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces a partial runway closure and the subsequent change in the runway declared distances.

(1)

If there is an ICAO location indicator in item A, ignore element (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with (4) or "RWY".

aerodrome type(2)

Insert here the type of aerodrome as follows:

type	text to be inserted in Item E
AD or AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

UNPAVED(4)

This element is only used in cases where there are two runways with the same designator but different surfaces (for instance, RWY 07/25, one concrete and the second gravel or grass).

designator(5)

The published designator of the runway direction concerned.

closed runway value(6)

Insert here the value of the length/distance of the closed runway portion followed by the unit of measurement (UOM) and with no space between the value and the UOM (ref OPADD Ed. 4.0 paragraph 2.3.22.9) as follows:

| declared distance units of measurement	text to be inserted
FT	"FT"

M	"M"

runway landing direction(7)

The published designator of the runway direction concerned.

declared distance type(8)

Insert here the declared distance type as follows in the order TORA, TODA, ASDA, LDA.

declared distance type	text to be inserted
TORA	"TORA"
TODA	"TODA"
ASDA	"ASDA"
LDA	"LDA"

declared distance value(9)

Insert here the values of declared distances followed by UOM with no space between the value and the unit of measurement (ref OPADD Ed. 4.0 paragraph 2.3.22.9) as follows:

declared distance units of measurement	text to be inserted
FT	"FT"
M	"M"

note(10)

Any additional information.

3.2.9.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example

NOTAM example in this production rule:

```
E)  RWY 05 500FT CLOSED, DECLARED DIST CHANGED:
    RWY 05 TORA 7002FT, TODA 7002FT, ASDA 7002FT, LDA 7002FT.
    RWY 23 TORA 7002FT, TODA 7002FT, ASDA 7002FT, LDA 7002FT.
```

3.2.10   Aircraft stand [STAND.STS]

3.2.10.1   Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the operational status of aircraft stands.
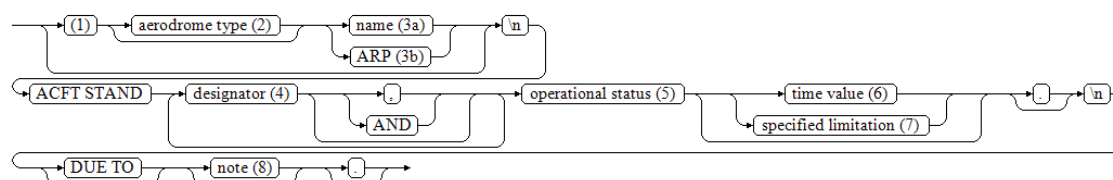
(1)

If there is an ICAO location indicator in item A, ignore element (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with element "ACFT STAND".

aerodrome type(2)

If no ICAO location indicator is allocated, insert the aerodrome type as follows:

type	text to be inserted in Item E
AD or AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

designator(4)

The designator of the aircraft stand concerned.

operational status(5)

text to be inserted	corresponding Q codes 4./5.
"AVAILABLE, PRIOR PERMISSION REQUIRED"	AP
"AVAILABLE ON REQUEST"[13]	AR

---

[13] Note: after "....on request", a time value should always be inserted.

"INSTALLED"	CS
"WORK IN PROGRESS"	HW
"CLOSED"	LC
"UNSERVICEABLE FOR ACFT HEAVIER THAN"	LH
"LIMITED (TO)"	LT

time value(6)

Insert here the time value in advance (minutes, hours, days) of the request.

specified limitation(7)

text to be inserted	corresponding Q codes 4./5.
"ACFT CARRYING OUT SKED FLT"	LT
"ACFT MAX WINGSPAN"	LT
"ACFT MAX LENGTH"	LT
"ACFT MAX MASS"	LT
"HOMEBASED ACFT"	LT
plain text	LT

note(8)

Any additional information.

3.2.10.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
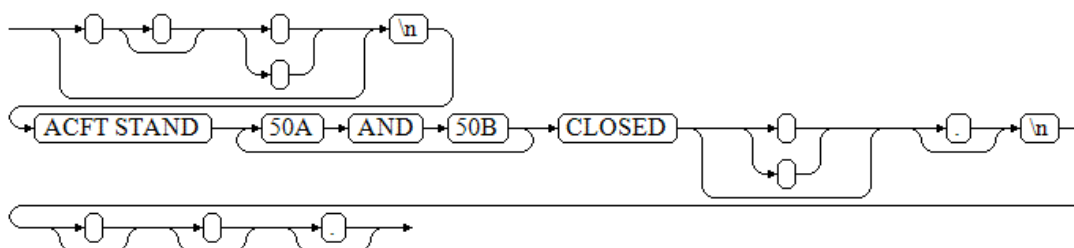
NOTAM example in this production rule:

E) ACFT STAND 50A AND 50B CLOSED.

More examples:

E) ACFT STAND C5A LIMITED TO AIRCRAFT WITH WINGSPAN UP TO 49M.

E) ACFT STAND 50A AND 50B CLOSED.

3.2.11 Parking area, Apron [APN.STS]

3.2.11.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the operational status of parking areas and aprons.
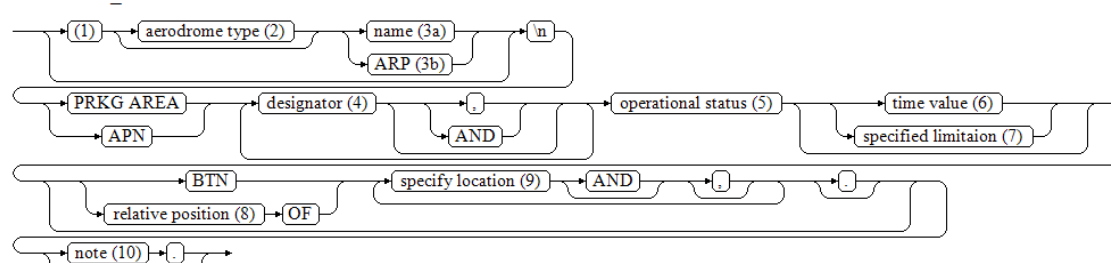
(1)

If there is an ICAO location indicator in item A, ignore element (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with "PARKING AREA" or "APRON".

aerodrome type(2)

Insert here the type of aerodrome as follows:

type	text to be inserted in Item E
AD or AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

movement area type

area abbreviated	text to be inserted	corresponding Q codes 2./3.
PRKG AREA	"PARKING AREA"	MK
APN	"APRON"	MN

designator(4)

The designator of the aircraft stand concerned.

operational status(5)

text to be inserted	corresponding Q codes 4./5.
"AVAILABLE, PRIOR PERMISSION REQUIRED"	AP
"AVAILABLE ON REQUEST"[14]	AR
"INSTALLED"	CS
"WORK IN PROGRESS"	HW
"CLOSED"	LC
"UNSERVICEABLE FOR ACFT HEAVIER THAN"	LH
"LIMITED (TO)"	LT

time value(6)

Insert here the time value in advance (minutes, hours, days) of the request.

specified limitation(7)

text to be inserted	corresponding Q codes 4./5.
"ACFT CARRYING OUT SKED FLT"	LT
"ACFT MAX WINGSPAN"	LT
"ACFT MAX LENGTH"	LT
"ACFT MAX MASS"	LT
"HOMEBASED ACFT"	LT

---

[14] Note: after "....on request", a time value should always be inserted.

plain text	LT

relative position(8)

Insert the relative position, described as e.g. "NORTH OF"...

specify location(9)

Insert the elements of the movement area such as TWY, RWY, APRON, ACFT STAND, followed by the designator to specify the parts affected. Use prepositions such as "BTN"…"AND"… or the relative position such as "NORTH OF" to indicate their relationship.

note(10)

Any additional information.

3.2.11.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.
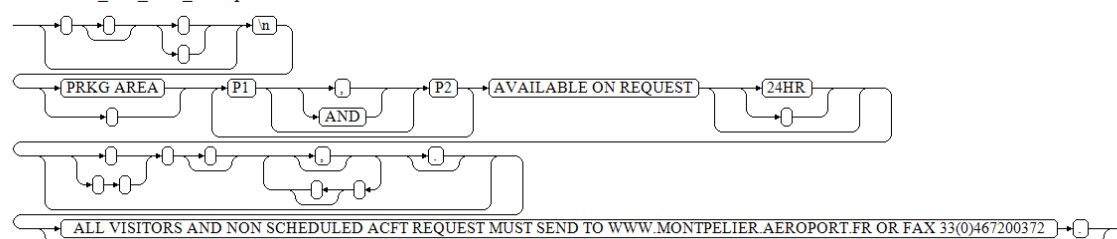
NOTAM example in this production rule:

E) PARKING AREA P1 AND P2 AVAILABLE ON REQUEST 24HR.
ALL VISITORS AND NON SCHEDULED ACFT REQUEST MUST SEND TO
WWW.MONTPELIER.AEROPORT.FR OR FAX 33(0)467200372 .

More examples:

E) PARKING AREA P1 CLOSED.

3.3 Terminal and en-route navigation facilities scenarios

3.3.1 NAVAID unserviceable [NAV.UNS]

3.3.1.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the navigation aid unserviceable (NAVAID) event.
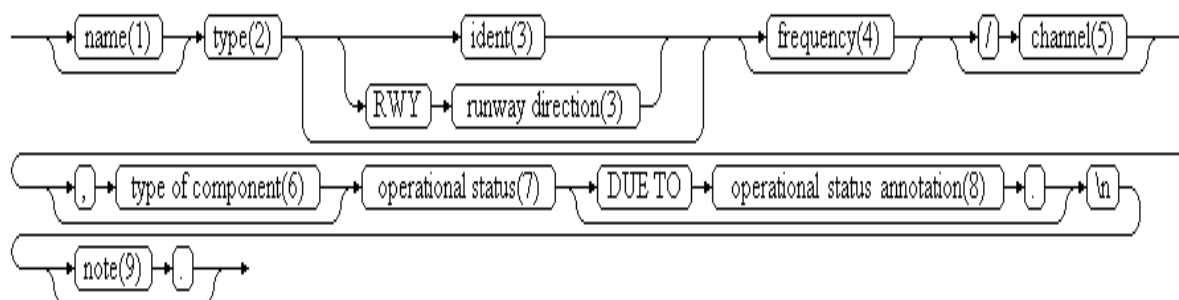
name(1)

If present, insert here the name of the navigation aid.

type(2)

Insert the type of the navigation aid as follows:

text to be inserted in Item E	corresponding Q codes 2./3.
"VOR"	QNV..
"DVOR"	QNV..
"DME"	QND..
"NDB"	QNB.. OR QNL..
"TACAN"	QNN..
"MARKER"	QNF..
"ILS"	QIC..- if LOC and GP is associated with event
"ILS"	QID..- if DME is associated with event
"ILS"	QIG..- if GP is associated with event
"ILS"	QIL..- if ITS LOC is associated with event

"ILS"	QII..- if MKR is associated with event and INNER position
"ILS"	QIM..- if MKR is associated with event and MIDDLE position
"ILS"	QIO..- if MKR is associated with event and OUTER position

ident(3)

Apply the following rules:

NAVAID type	text to be inserted
"ILS"	RWY followed by direction ident (or ident separated with "/")
"ILS ASSOCIATED WITH DME"	RWY followed by direction ident (or ident separated with "/")
"LOCATOR"	RWY followed by direction ident (or ident separated with "/")
"LOCATOR ASSOCIATED WITH" DME"	RWY followed by direction ident (or ident separated with "/")
"MLS"	RWY followed by direction ident (or ident separated with "/")
"MLS ASSOCIATED WITH DME"	RWY followed by direction ident (or ident separated with "/")

Otherwise, insert the navigation aid identification from the AIP.

frequency(4)

Apply the following rules:

NAVAID type	text to be inserted
"VOR" or "DVOR"	VOR or DVOR frequency followed by its unit of measurement value
"VOR ASSOCIATED WITH DME"	VOR frequency followed by its unit of measurement value
"VORTAC"	VOR frequency followed by its unit of measurement value
"NDB"	NDB frequency followed by its unit of measurement value
"NDB ASSOCIATED WITH MARKER"	NDB frequency followed by its unit of measurement value
"NDB ASSOCIATED WITH DME"	NDB frequency followed by its unit of measurement value

channel(5)

Apply the following rules:

NAVAID type	text to be inserted
"VOR ASSOCIATED WITH DME"	DME channel
"DME"	DME channel
"NDB ASSOCIATED WITH DME"	DME channel
"TACAN"	TACAN channel
"VORTAC"	TACAN channel

type of navigation aid component(6)

Insert here the type of component(s) of the navigation aid as follows:

text to be inserted
"DME PART "
"VOR PART"
"TACAN PART"
"GP PART"
"LOC PART"
"AZIMUTH SIGNAL"
"ELEVATION SIGNAL"
"LOCATOR PART"
"OUTER MARKER PART"
"MIDDLE MARKER PART"
"ÏNNER MARKER PART"

operational status(7)

Insert the operational status decoded as follows:

Operational status	text to be inserted in item E	corresponding Q codes 4./5.
unserviceable	"UNSERVICEABLE"	Q..AS
on test	"ON TEST. DO NOT USE. FALSE INDICATION POSSIBLE"	Q..CT
interrupt	"SUBJECT TO INTERRUPTION"	Q..LS
partial	"UNSERVICEABLE" (only occur in case of TACAN components)	Q..AS
false indication	"DO NOT USE, FALSE INDICATION POSSIBLE"	Q..XX
other	*"Specify other status ..."*	Q..XX

operational status note(8)

If specified, insert here the annotation regarding the operational status of the navigation aid.

note(9)

Any additional information.

3.3.1.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.

Production_rule_with_example
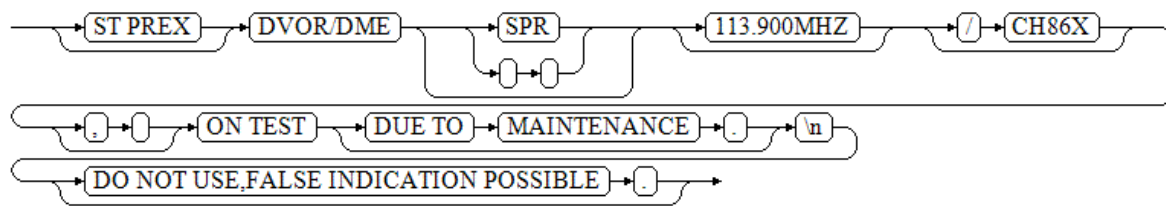
NOTAM example in this production rule:

E) ST PREX DVOR/DME SPR 113.900MHZ / CH86X, ON TEST DUE TO MAINTENANCE.
DO NOT USE, FALSE INDICATIONS POSSIBLE.

More examples:

E) ILS RWY 10, GP PART U/S.

E) ILS RWY 23 U/S.

E) BORING NDB BOR 365.5KHZ U/S.

E) BAHURG VORTAC BAH 113.300MHZ/CH78X, DVOR PART ON TEST.
DO NOT USE, FALSE INDICATIONS POSSIBLE.

E) ILS RWY 08/26 ON TEST DUE TO FLIGHT CALIBRATION.
DO NOT USE, FALSE INDICATIONS POSSIBLE.

E) INVERNESS VOR/DME INS 109.200MHZ/CH29X, DME PART UNSERVICEABLE.

E) MUSSELFORD VOR/DME MUS 114.150MHZ/CH78Y, VOR PART
ON TEST DUE TO MAINTENANCE.
DO NOT USE, FALSE INDICATIONS POSSIBLE.

E) MUHENFORD DVOR MUH 114.300MHZ ON TEST.
DO NOT USE, FALSE INDICATIONS POSSIBLE.

3.4 Aerodrome lighting scenario

3.4.1 Aerodrome lighting facilities [AD.LGT]

3.4.1.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces a temporary change in the status of a lighting facility at the aerodrome.
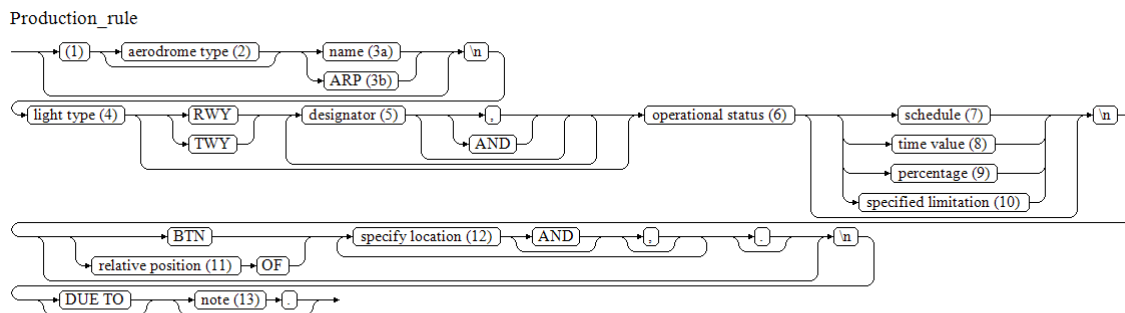
(1)

If there is an ICAO location indicator in item A), ignore element (2) ˝aerodrome type˝ and elements (3a or 3b) "name" or "ARP" and start the first line with element (4)

aerodrome type(2)

If no ICAO location indicator is allocated, insert here the aerodrome type as follows:

type	text to be inserted in item E
AD or AH	"AD"
HELIPORT HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome or heliport or landing site here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome or heliport or landing site, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

light type(4)

light type abbreviated	text to be inserted in item E	corresponding Q codes 2./3.

ALS	"APPROACH LIGHTING SYSTEM"	LA
PALS	"PRECISION APPROACH LIGHTING SYSTEM"	
ABN	"AERODROME BEACON"	LB
RCLL	"RWY CENTRE LINE LIGHTS"	LC
LDI LDG	"LANDING DIRECTION INDICATOR LIGHTS"	LD
REDL	"RWY EDGE LIGHTS"	LE
SEQUENCED FLG LGT	"SEQUENCED FLASHING LIGHTS"	LF
PCL	"PILOT-CONTROLLED LIGHTING"	LG
HIGH INTST RWY LGT	"HIGH INTENSITY RWY LIGHTS"	LH
RWY END ID LGT	"RWY END IDENTIFIER LIGHTS"	LI
RAI LGT	"RWY ALIGNMENT INDICATOR LIGHTS"	LJ
CAT II COMPONENTS ALS	"CATEGORY II COMPONENTS OF APPROACH LIGHTING SYSTEM"	LK
LOW INTST RWY LGT	"LOW INTENSITY RWY LIGHTS"	LL
MEDIUM INTST RWY LGT	"MEDIUM INTENSITY RWY LIGHTS"	LM
PAPI	"PRECISION APPROACH PATH INDICATOR"	LP
APAPI	"ABBREVIATED PRECISION APPROACH PATH INDICATOR"	
LDG AREA LGT FAC	"ALL LANDING AREA LIGHTING FACILITIES"	LR
STWL	"STOPWAY LIGHTS"	LS
THR LGT	"THRESHOLD LIGHTS"	LT
HAPI	"HELICOPTER APPROACH PATH INDICATOR"	LU
VASIS	"VISUAL APPROACH SLOPE INDICATOR SYSTEM"	LV
T-VASIS	"T-SHAPED VASIS"	
AT-VASIS	"ABBREVIATED T-VASIS"	
HELIPORT LGT	"HELIPORT LIGHTING"	LW
TWY CL LGT	"TWY CENTRE LINE LIGHTS"	LX

TWY EDGE LGT	"TWY EDGE LIGHTS"	LY
RTZL	"RWY TOUCHDOWN ZONE LIGHTS"	LZ
STOPBAR	"STOPBAR"	MO
LEAD-IN LGT	"LEAD-IN LIGHTS"	LA
CIRCLING GUIDING LGT	"CIRCLING GUIDING LIGHTS"	LA

designator(5)

The designator of the associated runway/taxiway.

operational status(6)

text to be inserted	corresponding Q codes 4./5.
"AVAILABLE FOR DAYLIGHT OPERATION"	AD
"HOURS OF SERVICE ARE NOW:"	AH
"AVAILABLE FOR NIGHT OPERATION"	AN
"AVAILABLE ON REQUEST" [15]	AR
"UNSERVICEABLE"	AS
"COMPLETELY WITHDRAWN"	AW
"DOWNGRADED TO"	CG
"CHANGED"	CH
"INSTALLED"	CS
"ON TEST, DO NOT USE"	CT
"LIMITED (TO)"	LT
plain text	XX

schedule(7)

If the hours of service are changed (4./5. Q-code AH), insert here the new schedule.

time value(8)

Insert here the time value in advance (minutes, hours, days) of the request.

---

[15] Note: after "...on request", a time value shall always be inserted.

percentage(9)

Percentage of lights effected, stated in percentage terms.

specified limitation(10)

text to be inserted	corresponding Q codes 4./5.
"HIGH INTENSITY"	LT
"MEDIUM INTENSITY"	LT
"LOW INTENSITY"	LT
"HOME BASED ACFT"	LT
plain text	LT

relative position(11)

Insert the relative position, described as e.g. "NORTH OF"....

specify location(12)

Insert the elements of the movement area such as TWY, RWY, APN, ACFT STAND, followed by designators to specify the part affected. Use prepositions such as "BTN"…"AND"… or the relative position such as "NORTH OF" to indicate their relationship.

note(13)

Any additional information.

3.4.1.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data, in order to explain how this template is used.
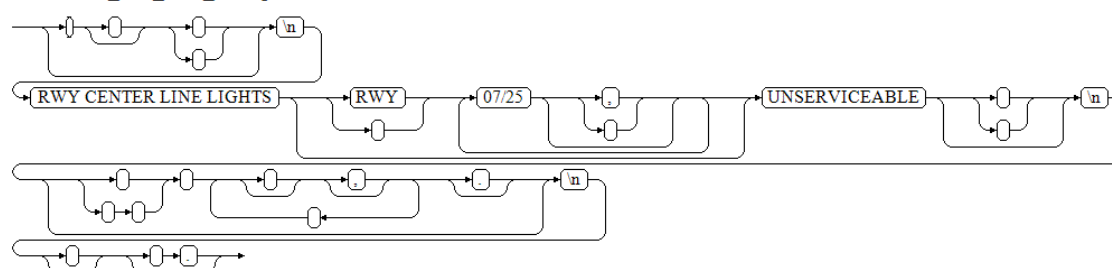
NOTAM example in this production rule:

E) RWY CENTRE LINE LIGHTS RWY 07/25 UNSERVICEABLE.

More examples:

E) RWY EDGE LIGHTS RWY 08/26 UNSERVICEABLE 50 PERCENT.

E) SEQUENCED FLASHING LIGHTS RWY 18 U/S.

E) TWY EDGE LIGHTS TWY Q, R, S AND D UNSERVICEABLE.

E) PAPI RWY 01R/19L U/S.
EXC ACFT WITH PRIOR NOTICE AT LEAST 1HR BEFORE.

E) T-VASIS RWY 14/32 COMPLETELY WITHDRAWN.

E) TWY EDGE LIGHTS TWY Y UNSERVICEABLE BTN TWY W AND TWY Z.

3.5 Aerodrome services and facilities scenarios

3.5.1 Aerodrome services [AD.SVC]

Firefighting and rescue, Customs and Immigration, Oxygen, Ground movement control, Aircraft de-icing, Oil, Meteorological Service, Fuel

3.5.1.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM that announces the availability of oxygen, firefighting and rescue, meteorological service, oils, fuel and customs/immigration service at an aerodrome.

(1)

If there is an ICAO location indicator in item A, ignore elements (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with element (4).

aerodrome type(2)

If no ICAO location indicator is allocated, insert here the aerodrome type as follows:

type	text to be inserted in Item E
AD or AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

sp1 and sp2

service part concerned	text to be inserted	corresponding Q codes 2./3.

FIRE RESCUE	"FIREFIGHTING" "RESCUE"	FF
CUST IMMIGRATION	"CUSTOMS" "IMMIGRATION"	FZ

service(4)

service abbreviated	text to be inserted	corresponding Q codes 2./3.
OXYGEN	"OXYGEN"	FE
GROUND MOVEMENT CONTROL	"GROUND MOVEMENT CONTROL"	FG
ACFT DE-ICE	"AIRCRAFT DE-ICING"	FI
OIL	"OIL"	FJ
MET	"METEOROLOGICAL SERVICE"	FM
FUEL AVBL	"FUEL"	FU

specify(5)

Specify the type or types referred to.

operational status(6)

text to be inserted	corresponding Q codes 4./5.
"HOURS OF SERVICE ARE NOW:"	AH
"AVAILABLE, PRIOR PERMISSION REQUIRED"[16]	AP
"AVAILABLE ON REQUEST"[17]	AR
"UNSERVICEABLE"	AS
"NOT AVAILABLE"	AU
"COMPLETELY WITHDRAWN"	AW

---

[16] Note: The condition "available, prior permission required" is used when the owner can give or reject permission on request. After "....prior permission required", a time value shall be inserted and contact details as appropriate.

[17] Note: The condition "available on request" is used when the pilot is expected to be granted permission, but has to provide advance information about the arrival. After "...on request", a time value shall always be inserted, and contact details as appropriate.

"DOWNGRADED TO"	CG
"CHANGED"	CH
"INSTALLED"	CS
"ON TEST, DO NOT USE"	CT
"LIMITED (TO)"	LT
plain language	XX

schedule(7)

If the hours of service are changed (4./5. Q-code AH), insert here the new schedule.

time value(8)

Insert here the time value in advance (minutes, hours, days) of the request.

Indication of the time value is mandatory when the condition is available on request, for prior permission required and for hours of service.

category(9)

Insert the available aerodrome category for rescue and firefighting in accordance with ICAO Annex 14.

specified limitation(10)

Insert the specific limitation.

note(11)

Any additional information.

3.5.1.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how this template is used.
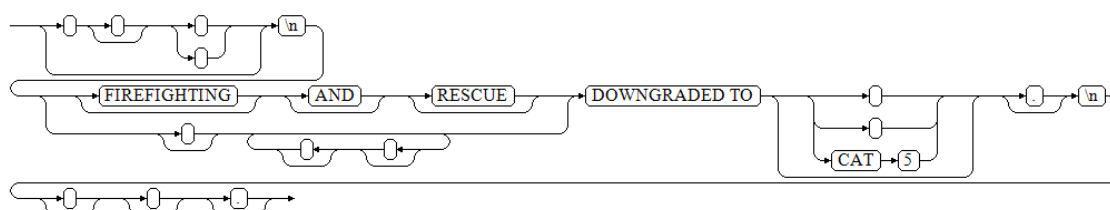
NOTAM example in this production rule:

E) FIREFIGHTING AND RESCUE DOWNGRADED TO CAT 5.

More examples:

E) CUSTOMS AVAILABLE ON REQUEST 1HR.

TEL.: +49 (0) 2161 689810.

E) FUEL AVGAS 100LL AVAILABLE PPR 24HR.

3.5.2   Aerodrome facilities [AD.FAC]

Friction measuring device, Ceiling measurement equipment, Landing direction indicator, Fog dispersal system, Snow removal equipment, Transmissiometer, Wind direction indicator Anemometer, visual docking guidance system

3.5.2.1   Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM that announces the availability of friction measuring devices, ceiling measurement equipment, visual docking guidance systems, landing direction indicators, fog dispersal systems, snow removal equipment, transmissiometers, wind direction indicators and anemometers at an aerodrome.

(1)

If there is an ICAO location indicator in item A, ignore elements (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with element (4).

aerodrome type(2)

If no ICAO location indicator is allocated, insert here the aerodrome type as follows:

type	text to be inserted in Item E
AD or AD	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combinations "aerodrome type" and "name" or "aerodrome type" and "ARP" are used, insert thereafter a line feed.

facility (4)

facility (abbreviated)	text to be inserted	Coresp. Q codes

		2./3.
FRICTION MEASURING DEVICE	"FRICTION MEASURING DEVICE"	FB
CEILING MEASUREMENT EQPT	"CEILING MEASUREMENT EQUIPMENT"	FC
LDI	"LANDING DIRECTION INDICATOR"	FL
FG DISPERSAL	"FOG DISPERSAL SYSTEM"	FO
N REMOVAL EQPT	"SNOW REMOVAL EQUIPMENT"	FS
TRANSMISSIOMETER	"RVR MEASUREMENT EQUIPMENT"	FT
WDI	"WIND DIRECTION INDICATOR"	FW
VISUAL SYSTEM	"VISUAL DOCKING GUIDANCE SYSTEM"	FD
ANEMOMETER	"ANEMOMETER"	FM

specify(5)

Specify other types of positional information such as aircraft stand and number for docking guidance system or the type of facility.

designator(6)

The designator of the associated runway.

operational status(7)

text to be inserted	Corresponding Q codes 4./5.
"AVAILABLE ON REQUEST" [18]	AR
"UNSERVICEABLE"	AS
"COMPLETELY WITHDRAWN"	AW
"DISPLACED"	CM
"INSTALLED"	CS
plain language	XX

time value(8)

Insert a time value (minutes, hours, days) in advance of the request.

(re)-location(9)

Insert information on the location as appropriate to the selected operational status, e.g. geographical position of a displaced or installed facility.

note(10)

---

[18] Note: after "....on request", a time value should always be inserted.

Any additional information.

3.5.2.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data, in order to explain how this template is used.
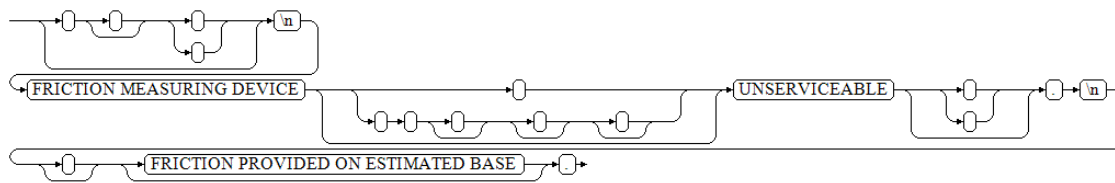
NOTAM example in this production rule:

E) FRICTION MEASURING DEVICE   UNSERVICEABLE.

FRICTION PROVIDED ON ESTIMATED BASE.

More examples:

E) CEILING MEASUREMENT EQPT U/S.

E) LANDING DIRECTION INDICATOR NOT AVBL.

E) RVR RWY 27 TDZ U/S.

E) WDI RWY 13 UNLIGHTED.

E) VISUAL DOCKING GUIDANCE SYSTEM FOR ACFT STAND 1, 2, 5, 11A, 18A, 18B AND 21A UNSERVICEABLE.

E) SNOW REMOVAL EQUIPMENT UNSERVICEABLE.

3.6 Air Traffic Service (ATS) scenario

3.6.1 Air Traffic Services [ATS.SVC]

3.6.1.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the operational status of Air Traffic Services and other air navigation services (AIS, Briefing service).

This template is used if the entire service provision of an ATS unit is impaired, and if outages/limitations on surveillance facilities indicate an impact on the ATS service.

Note: For events related to communication facilities only (e.g. A/G facilities and frequencies), use templates "ATS Communication Facilities" [COM.FAC]". For surveillance and radar system outages/limitations without an impact on ATS, use the template "Surveillance/Radar Facilities [SUR.FAC]".
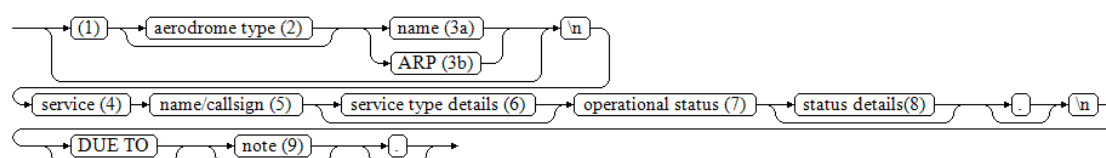
(1)

If there is an ICAO location indicator in item A, ignore elements (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with element (4).

aerodrome type(2)

If no ICAO location indicator is allocated, insert the aerodrome type as follows:

Type	text to be inserted in Item E
AD or AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combination of "aerodrome type" and "name" or "aerodrome type" and "ARP" is used, insert thereafter a line feed.

service(4)

Rule 1:

Insert the type of air traffic service affected, e.g. ACC, APP, TWR (=control services), FIS, ARO etc. The type of service may (only) be omitted if a more specific or clearer term for the service type is provided in element 6.

The service that is subject of the event is selected in accordance with the list below. Select the services "ACC", "APP" and "TWR" as stand-alone terms only when signifying the normal control services, otherwise use the term for the type of service provided, e.g. "FIS" or air traffic alerting service.

Guidance for corresponding Q-code:

Select the Q-code (2./3.) of the ATS unit providing the service (e.g. ACC for air traffic control service). If a specific Q-code (2./3.) is available for the type of service affected (e.g. FIS), use that code. If no corresponding Q-code for the service is available, use the one for the ATS unit providing the service.

Rule 2:

The production rule also applies to outages/limitations on surveillance/radar facilities which include information on the impact on ATS units/services. The subject is the ATS unit/service and Item E starts with the affected ATS service and service limitation. The surveillance/radar system outage/limitation is provided as additional information (9).

Guidance for corresponding Q-code:

(2./3.) is the impacted ATS unit, and (4./5.) is LT = limited to…(specify) if a more appropriate 4./5. code is not available for element 7 (operational status).

List of frequently used European services, related ATS units and the corresponding NOTAM subject code.

ATS unit/service abbreviated	text to be inserted in Item E	corresponding Q-codes 2./3.
ARO	"ATS REPORTING OFFICE"	SB
AIS	"AERONAUTICAL INFORMATION SERVICES"	OA
ACC	"AREA CONTROL CENTRE"	SC
FIS	"FLIGHT INFORMATION SERVICES"	SE
AFIS	"AFIS"	SF
Flow control centre	"FLOW CONTROL CENTRE"	SL
OAC	"AREA CONTROL CENTRE"	SO
APP	"APPROACH CONTROL SERVICES"	SP
TWR	"AERODROME CONTROL TOWER"	ST
UACC	"UPPER AREA CONTROL CENTRE"	SU

GND MOV CTL	"GROUND MOVEMENT CONTROL"	ST

name/call-sign(5)

Insert the name/call-sign of the ATS unit/service provider. The name/call-sign may only be omitted for purely aerodrome-related information and provided that a clear identification is still ensured.

service type details(6)

Insert the specific type of service provided by the ATS unit/service provider if required for clarification (e.g. in the case of ACC/APP/TWR, if not referring to the control service), or if deemed necessary for other reasons.

The following ICAO Air Traffic Service terms are specified:

details abbreviated	text to be inserted
ATS	"ATS"
ATC service	"ATC service"
ADVS	"AIR TRAFFIC ADVISORY SERVICE"
ALRS	"ALERTING SERVICE"
FIS	"FIS"

operational status(7)

text to be inserted	corresponding Q codes 4./5.
"HOURS OF SERVICE CHANGED TO:" or "HOURS OF SERVICE CHANGED FROM… TO:"	AH
"AVAILABLE ON REQUEST" [19]	AR
"NOT AVAILABLE"[20]	AU
"UNSERVICEABLE"	AS
"COMPLETELY WITHDRAWN"	AW
"CLOSED"	LC
"INSTALLED"	CS

[19] Note: after "....on request", a time value should always be inserted.

[20] Note: it is recommended to use the condition "not available" (AU) instead of "closed" (LC) where this best fits the ATS event, even where the ICAO NSC do not provide this option.

"LIMITED (TO) (:)"	LT

status detail(8)

Insert details as required, such as the new schedule, time value (minutes, hours, days) in advance and contact details for PPR requests, description of the area where a service is not provided or other type of service limitation or change.

note(9)

Any additional information.

3.6.1.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data, in order to explain how this template is used.

Production_rule_with_example
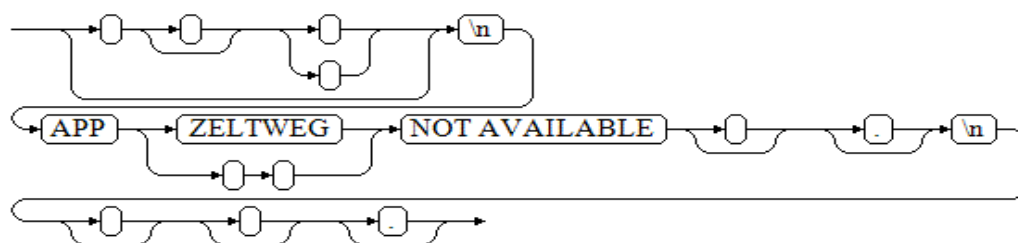
NOTAM example in this production rule:

E) APP ZELTWEG NOT AVAILABLE.

More examples:

E) APP PULA RADAR SERVICE NOT AVAILABLE.

E) TWR NOT AVAILABLE .

E) APP GRAZ LIMITED: EXPECT LIMITED COLLISION HAZARD INFORMATION WITHIN AIRSPACES CLASS E AND G. FOR ENTRY INTO AIRSPACES CLASS D (TMA GRAZ), SRA GRAZ AND CTR GRAZ) A FUNCTIONING TRANSPONDER IS MANDATORY

DUE TO TAR/MASSR GRAZ UNSERVICEABLE, RSR/MSSR SOUTH IN USE.

E) ACC WINNIPEG AIR TRAFFIC SERVICE LIMITED; FLT RADIUS 25 NM CENTRE 684602N 811327W MAY BE DENIED ROUTING AND/OR ALT REQUESTS.

E) FIS BREMEN NOT AVAILABLE IN EASTERN PART OF BREMEN FIR. COMPULSORY AND MANDATORY INFORMATION NECESSARY FOR EXECUTION OF FLIGHTS AND DURING NIGHT CAN BE REQUESTED FROM BREMEN RADAR ATC SECTOR ON FREQUENCY VHF 136.050 OR UHF 396.975.

3.7 Communication and surveillance scenarios

3.7.1 ATS communications facilities [COM.FAC]

Air/Ground (A/G)facilities, including (D)-ATIS, VOLMET, CPDLC, SELCAL

3.7.1.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM that announces the operational status of ATS communication facilities. The template is mainly to be used if referring to air/ground (A/G) facilities (e.g. frequency).

Note. If the entire service provision of an ATS unit is impaired, use the template for ATS Services [ATS.SVC].

Production_rule
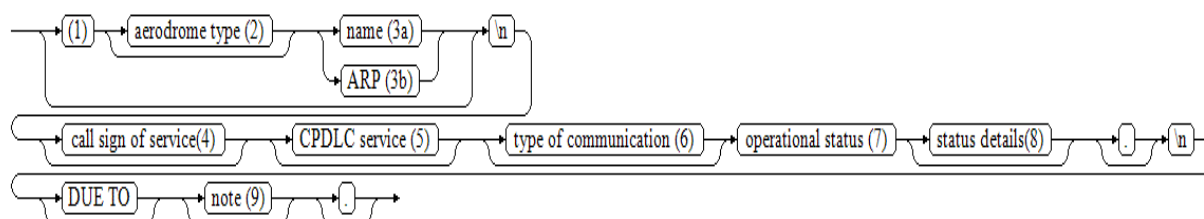
(1)

If there is an ICAO location indicator in item A, ignore elements (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with element (4).

aerodrome type(2)

If no ICAO location indicator is allocated, insert the aerodrome type as follows:

type	text to be inserted in Item E
AD or AH	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the TWR name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combination of "aerodrome type" and "name" or "aerodrome type" and "ARP" is used, insert thereafter a line feed **call-sign of service(4)**

Insert the call-sign of the communication facility as published. In the case of ATIS, the word (service) "ATIS" can be inserted instead of the call-sign.

The locational part of the call-sign (shown as XXX on the list below) is normally included, with the exception of purely aerodrome-related or purely enroute-related information, provided clear identification is still ensured.

The subject of the event refers to the type of service, and the service is selected in accordance with the list below.

List of commonly used call-signs and related service type:

service type/provider	call-sign of service/broadcasting station	corresponding Q-codes 2./3.
ATIS (VHF/TEL) ATIS (datalink)	(XXX ATIS) XXX[1] INFORMATION XXX ARRIVAL INFORMATION XXX DEPARTURE INFORMATION XXX GLIDER INFORMATION XXX GLIDER ATIS XXX D-ATIS (for ATIS via datalink)	CA
ACC	(XXX AREA CONTROL CENTRE) XXX CONTROL XXX CPDLC	CA
APP	(XXX APPROACH CONTROL SERVICE) XXX DIRECTOR XXX ARRIVAL XXX DEPARTURE XXX FINAL XXX TRANSIT XXX TERMINAL XXX CPDLC	CA
FIS	XXX FLIGHT INFORMATION SERVICE XXX INFORMATION XXX RADIO	CA
AFIS	XXX AFIS SERVICE XXX INFORMATION	CA
OAC	(XXX OCEANIC AREA CONTROL CENTRE) XXX CONTROL XXX RADIO	CA

TWR	(XXX AERODROME CONTROL SERVICE) XXX TOWER XXX DELIVERY XXX APRON XXX GROUND XXX DE-ICING COORDINATOR XXX CPDLC	CA
UACC	(XXX UPPER AREA CONTROL CENTRE)	CA
VOLMET	XXX VOLMET	SV

[1]XXX is used as placeholder for the location part of the call sign, e.g. Langen radar, Zurich information.

CPDLC services (messages) (5)

Insert here a dedicated CPDLC service or message type that is the subject of the event (only where the part of the CPDLC service is unavailable).

Note. The following CPDLC services may be envisaged for inclusion in the list in the future. To be confirmed if the services are officially through ICAO documentation (reference ICAO doc. 9694 and EUROCONTROL Skybrary).

- **Data Link Initiation Capability (DLIC)** – this service provides the necessary information to make data link communications possible between an ATSU and aircraft. The DLIC service is executed prior to the first use of any other data link application.
- **ATC Communications Management Service (ACM)** – this service provides automated assistance to flight crews and controllers for the transfer of ATC communications (voice and CPDLC).
- **ATC Clearances Service (ACL)** – this service allows flight crews and controllers to conduct operational exchanges – flight crews can send requests and reports and controllers can issue clearances, instructions and notifications.
- **ATC Microphone Check Service (AMC)** – this service allows controllers to send an instruction to all CPDLC capable aircraft on a given frequency (at the same time) to verify that their voice communication equipment is not blocking a given voice channel.
- **Downstream Clearance Service (DSC)-** this service is provided for flight crews who are required to request and obtain clearances from ATS units that are not yet in control of the aircraft where they cannot obtain the clearance information via the current ATS unit through unit to unit coordination.

type of communication(6)

Insert the type of communication concerned: frequency, data-link or telephone number.

operational status(7)

text to be inserted	corresponding Q codes 4./5.
"HOURS OF SERVICE CHANGED TO"	AH

"HOURS OF SERVICE CHANGED FROM ...TO:"	
"AVAILABLE, PRIOR PERMISSION REQUIRED"	AP
"AVAILABLE ON REQUEST" [21]	AR
"UNSERVICEABLE"	AS
"COMPLETELY WITHDRAWN"	AW
"OPERATING FREQUENCY(IES) CHANGED TO"	CF
"IDENTIFICATION OR RADIO CALLSIGN CHANGED TO"	CI
"TEMPORARILY REPLACED BY"	CR
"INSTALLED"	CS
"ON TEST, DO NOT USE"	CT
"INTERFERENCE FROM"	LF
"SUBJECT TO INTERRUPTION"	LS
"LIMITED (TO)"	LT

status details(8)

insert details as required such as the new frequency, new call-sign, schedule, time value (minutes, hours, days) in advance and contact details for PPR requests.

note(9)

Any additional information.

3.7.1.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data, in order to explain how this template is used.

---

[21] Note: after "....on request", a time value should always be inserted.

Production_rule_with_example

NOTAM example in this production rule:

E) ARLANDA TWR 124.450MHZ UNSERVICEABLE .

More examples:

E) NANTES GROUND 121.875MHZ OPR FREQ CHANGED TO 121.650MHZ.

E) LILLE FIS 3 134.825MHZ UNSERVICEABLE.
CONTACT LILLE APP 126.475MHZ.

E) ATIS TELEPHONE +358(0)154119181 UNSERVICEABLE.

E) SIAULIAI FIS 124.450MHZ OPR FREQ CHANGED TO 120.400MHZ.

E) DONLON APP CPDLC UNSERVICEABLE.

E) ARLANDA CLEARANCE DELIVERY 121.825MHZ UNSERVICEABLE.

E) REYKJAVIK TWR CPDLC SUBJECT TO INTERRUPTION DUE TO DATABASE UPDATE.

3.7.2 Surveillance and radar facilities [SUR.FAC]

RSR, TAR, SMC, SSR, SRE, PAR, ADS-B, ADS-C

3.7.2.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM that announces the operational status for surveillance and radar facilities.

(1)

If there is an ICAO location indicator in item A, ignore elements (2) "aerodrome type" and (3a/b) "name" or "ARP" and start the first line with element (4).

aerodrome type(2)

If no ICAO location indicator is allocated, insert the aerodrome type as follows:

Type	text to be inserted in Item E
AD or AD	"AD"
HP	"HELIPORT"
LS or OTHER	"LANDING SITE"

name(3a)

If no ICAO location indicator is allocated, insert the name of the aerodrome here.

ARP(3b)

If no ICAO location indicator is allocated or name of the aerodrome, insert here the text "LOCATED AT" followed by the ARP coordinates.

Where the combination of "aerodrome type" and "name", or "aerodrome type" and "ARP" is used, insert thereafter a line feed.

facility(4)

Insert the type of system facility, e.g. TAR, RSR.

The subject of the NOTAM is selected in accordance with the list below.

facility abbreviated	text to be inserted in item E	corresponding Q codes 2./3.

RSR	"ENROUTE SURVEILLANCE RADAR"	CE
GCA	"GROUND CONTROLLED APPROACH SYSTEM"	CG
TAR	"TERMINAL AREA SURVEILLANCE RADAR"	CT
SMR	"SURFACE MOVEMENT RADAR"	CM
SSR	"SECONDARY SURVEILLANCE RADAR"	CS
SRE	"SURVEILLANCE RADAR ELEMENT OF PRECISION APPROACH RADAR SYSTEM"	CR
PAR	"PRECISION APPROACH RADAR"	CP
ADS-B	"AUTOMATIC DEPENDENT SURVEILLANCE – BROADCAST"	CB
ADS-C	"AUTOMATIC DEPENDENT SURVEILLANCE – CONTRACT"	CC

name/location(5)

Insert the name or location of the facility. The name or location may only be omitted for purely aerodrome-related information and provided that clear identification is still ensured.

operational status(6)

text to be inserted	corresponding Q-codes 4./5.
"HOURS OF SERVICE CHANGE TO:" or "HOURS OF SERVICE CHANGED FROM ...TO".	AH
"AVAILABLE ON REQUEST"[22]	AR
"AVAILABLE, PRIOR PERMISSION REQUIRED"	AP
"INSTALLED"	CS
"ON TEST, DO NOT USE"	CT
"UNSERVICEABLE"	AS
"NOT AVAILABLE"	AU
"COMPLETELY WITHDRAWN"	AW

---

[22] After ...on request or prior permission required" there should always be a time value.

"LIMITED (TO)	LT

status details(7)

insert details as required, such as the new schedule, time value (minutes, hours, days) in advance and contact details for PPR requests, description of the area where a service is not provided or other types of service limitations or changes.

note(8)

Any additional information.

3.7.2.2   NOTAM examples

The examples in this section apply the template in the previous section. The first example is a template view populated with NOTAM data explaining how the template is used.
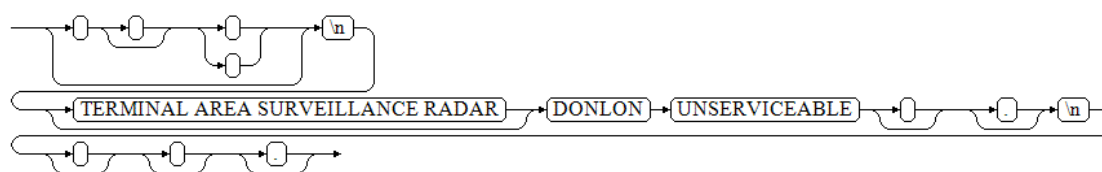
NOTAM example in this production rule:

E) TERMINAL AREA SURVEILLANCE RADAR DONLON UNSERVICEABLE .

More examples:

E) SSR KHARTOUM HOUR OF SERVICE: 23 24 25 0600-1300 1700-2100.

3.8 Obstacle scenarios

3.8.1 New obstacle [OBS.NEW]

3.8.1.1 Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM that announces a new obstacle, a new group of obstacles (an area) or a new line of obstacles, or temporarily erected obstacles.

group(1)

If there is more than one obstacle, insert the word "GROUP OF".

mobility(2)

If the obstacle is mobile, insert the word "MOBILE".

obstacle type(3)

text to be inserted
"ANTENNA"
"ARCH"
"BRIDGE"
"BOAT"
"BUILDING"
"CABLE CAR"
"CABLEWAY (LINE)"
"CAPTIVE BALLOON"
"CONTROL TOWER"
"COOLING TOWER"
"CRANE"
"DAM"
"DOME"
"ELEVATOR"
"FENCE"
"FUEL DISTRIBUTION SYSTEM"
"GRAIN ELEVATOR"
"INDUSTRIAL STACK"

"LIGHTHOUSE"
"MONUMENT"
"GAS DISTRIBUTION SYSTEM"
"NAVAID"
"OIL RIG"
"POLE"
"POWERLINE (LINE)"
"POWER PLANT (AREA)"
"REFINERY"
"RIG"
"SALTWATER SYSTEM"
"SHIP"
"SIGN"
"SPIRE"
"TANK"
"TOWER"
"TRANSMISSION LINE"
"TREE"
"VEGETATION"
"WALL"
"WATER DISTRIBUTION SYSTEM"
"WATER SYSTEM"
"WINDTURBINE"
"WINDFARM (AREA)"
"WINDFARM (LINE)"
"WINDMILL"
"WINDPLANT (AREA)"
(*specify "other" obstacle type...*)

description(4)

If a description of the obstacle type exists, insert it here.

description of location(5)

If a description of the location exists, insert the text; otherwise insert the obstacle position in relation to the relevant aerodrome elements, such as the runway threshold or the ARP.

Otherwise, choose the next element (6).

name(6)

If a name of the obstacle location exists, insert it here. Otherwise ignore the whole branch, including "LOCATED AT".

identifier(7)

Insert the national indicator for the obstacle if it is published in the AIP. Otherwise, ignore the whole branch, including "IDENTIFIED AS".

coordinates(8)

Insert the coordinates (latitude/longitude) for the individual obstacle or for the obstacles forming a line (e.g. a cable line) or for the obstacles with a similar height in close proximity of each other (in a group). If a group of obstacles is published as an area (e.g. power plant), insert the coordinates for the area as a polygon.

elevation value(9)

Insert the elevation (at the top of the obstacle) for each individual obstacle or for the area for a group of obstacles, followed by the units of measurement and reference datum.

height value(10)

If available, insert here the value of the height of the obstacle or area followed by the units of measurement and reference datum.

LIGHTED/NOT LIGHTED(11)

If the obstacle(s) or group of obstacles that is/are lighted, insert here "LIGHTED". Otherwise insert "NOT LIGHTED".

lighting description(12)

If a description of the lighting exists, insert it here.

note(13)

Any additional information.

3.8.1.2 NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how this template is used.
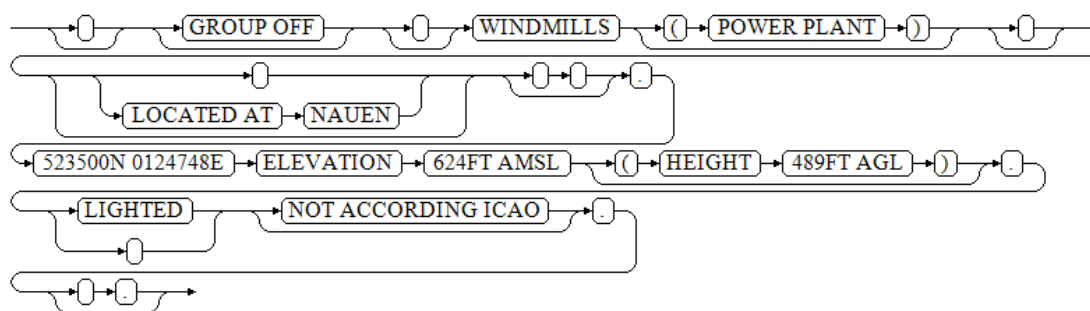
NOTAM example in this production rule:

```
E) GROUP OF  WINDMILLS (POWER PLANT) LOCATED AT NAUEN.
523500N 0124748E ELEVATION 624FT AMSL  (HEIGHT  489FT AGL).
LIGHTED NOT ACCORDING ICAO.
```

More examples:

E) TEMPORARY CRANE (CONSTRUCTION)500FT SOUTH OF ARP.

492623N 0073604E ELEVATION 858FT AMSL (HEIGHT 85FT AGL).

LIGHTED.

E)TEMPORARY CRANE ERECTED.

513759N 0072024E ELEVATION 675FT AMSL (HEIGHT 483FT AGL).

LIGHTED.

E) WIND FARM (72 TURBINES UNDER CONSTRUCTION) WITHIN AREA:

513922N 0025425E - 513733N 0025756E -

513534N 0025244E - 513922N 0025425E. ELEVATION

1000FT AMSL. LIGHTED RED OBST LGT.

E) CABLEWAY (LINE) GROEBMING.

472642N 0135121E ELEVATION 975M/3198FT AMSL (HEIGHT

102M/335FT AGL), 472645N 0135037E ELEVATION

1244M/4081FT AMSL (HEIGHT 102M/335FT AGL),

472714N 0134943E ELEVATION 1551M/5090FT AMSL (HEIGHT). OBST

DAY MARKED.

3.8.2　Obstacle lights [OBS.LGT]

3.8.2.1　Template

The following production rule defines the information elements used in order to compose Item E of a NOTAM which announces the event of obstacle lights being unserviceable and installed.
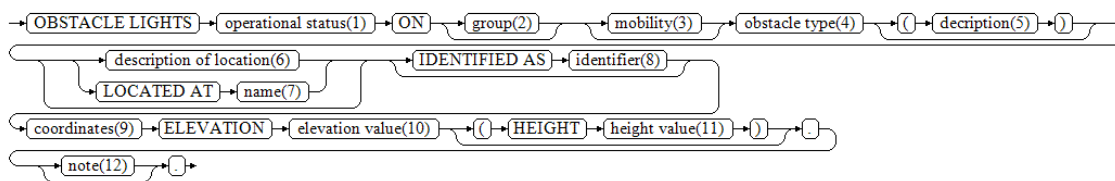
operational status(1)

Insert here the operational status of the obstacle lighting.

text to be inserted	corresponding Q codes 4./5.
"UNSERVICEABLE"	AS
"INSTALLED"	CS

group(2)

If there is more than one obstacle, insert the word "GROUP OF".

mobility(3)

If obstacle is mobile, insert the word "MOBILE".

obstacle type(4)

"ANTENNA"
"ARCH"
"BRIDGE"
"BOAT"
"BUILDING"
"CABLE CAR"
"CABLEWAY (LINE)"
"CAPTIVE BALLOON"
"CONTROL TOWER"
"COOLING TOWER"
"CRANE"
"DAM"
"DOME"
"ELEVATOR"
"FENCE"
"FUEL DISTRIBUTION SYSTEM"

"GRAIN ELEVATOR"
"INDUSTRIAL STACK"
"LIGHTHOUSE"
"MONUMENT"
"GAS DISTRIBUTION SYSTEM"
"NAVAID"
"OIL RIG"
"POLE"
"POWERLINE (LINE)"
"POWER PLANT (AREA)"
"REFINERY"
"RIG"
"SALTWATER SYSTEM"
"SHIP"
"SIGN"
"SPIRE"
"TANK"
"TOWER"
"TRANSMISSION LINE"
"TREE"
"VEGETATION"
"WALL"
"WATER DISTRIBUTION SYSTEM"
"WATER SYSTEM"
"WINDTURBINE"
"WINDFARM (AREA)"
"WINDPLANT (AREA)"
"WINDFARM ("LINE")"

description(5)

If a description of the obstacles type exists, insert it here.

description of location(6)

If a description of the location exists, insert the text. Otherwise, insert the obstacle position in relation to the relevant aerodrome elements, such as the threshold or ARP.

Otherwise, choose the next element (7).

name(7)

If a name of the obstacle location exists, insert it here. Otherwise ignore the whole branch blank, including "LOCATED AT".

identifier(8)

Insert here the national indicator for the obstacle if it is published in the AIP.

coordinates(9)

Insert the coordinates (latitude/longitude) for the individual obstacle or for the obstacles forming a line (e.g. a cable line) or for the obstacles with a similar height in close proximity of each other (in a group). If a group of obstacles is published as an area (e.g. power plant), insert the coordinates for the area as a polygon.

elevation value(10)

Insert here the elevation value followed by units of measurement and reference datum.

height value(11)

If available, insert here the height value followed by the units of measurement and reference datum.

note(12)

Any additional information.

3.8.2.2   NOTAM examples

The examples in this section apply the template defined in the previous section. The first example is a template view populated with NOTAM data explaining how this template is used.
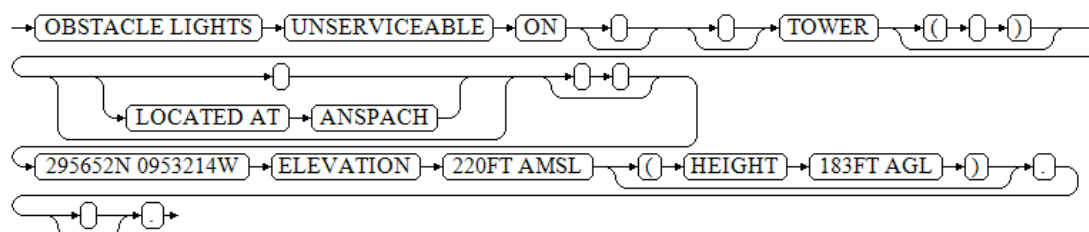
NOTAM example in this production rule:

E) OBSTACLE LIGHTS UNSERVICEABLE ON TOWER LOCATED AT ANSPACH. 295652N
0953214W ELEVATION 220FT AMSL (HEIGHT 183FT AGL).

More examples:

E) OBSTACLE LIGHTS UNSERVICEABLE ON WINDPARK LOCATED AT ROTTELSDORF 5135N
01142E ELEVATION 1036FT MSL.

AIP ENR 5.4 SACHSEN-ANHALT-3 NR.74 REFERS.

E) OBSTACLE LIGHTS UNSERVICEABLE ON BUILDING LOCATED AT ARGE HOCHHAUS
NEUE DONAU WAGRAMERSTR 4, 481351N 0162456E ELEVATION 168M/551FT
AMSL(HEIGHT 150M/492FT AGL).

E) OBSTACLE LIGHTS INSTALLED ON TOWER 394031N 1045224W ELEVATION 5809FT
AMSL (HEIGHT 263FT AGL).

3.9 SNOWTAM and volcanic ash events

3.9.1 SNOWTAM [SFC.CON]

3.9.1.1 Template

The following production rule defines the information elements used in order to compose a SNOWTAM, providing information concerning snow, slush, ice and standing water on aerodrome/heliport pavements.

The template has been divided intentionally in three parts which contain items A, B to P and R to T. This division has been done because of possible repetition of the second part which contains items B to P, according ICAO Annex 15, Appendix 2.

SNOWTAM_overview
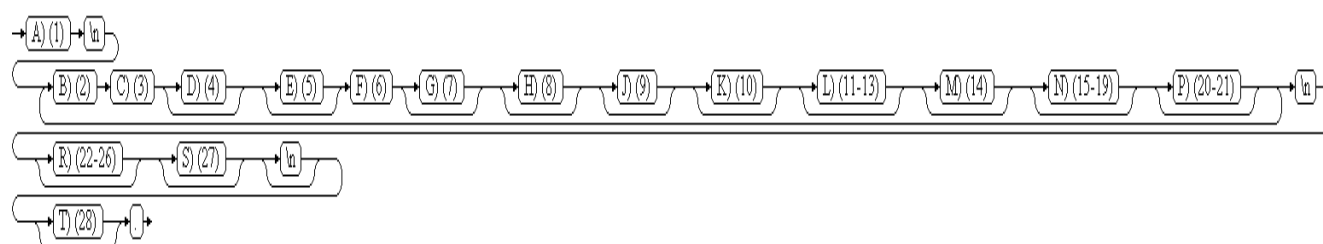
SNOWTAM_item_A
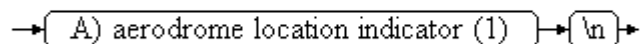
item A) aerodrome location indicator(1)

Aerodrome location indicator (four-letter location indicator in accordance with ICAO Doc 7910).

SNOWTAM_item_B_P

```
→[ B) date-time of observation (2) ]
 [ C) rwy designator (3) ]
   [ D) cleared runway length (4) ]
   [ E) cleared rwy width (5) ]──→[L]
                                 [R]
→[ F) deposit (6) ]
   [ G) mean depth (7) ]
   [ H) estimated surface friction (8) ]
   [ J) critical snowbanks (9) ]──→[L]
                                   [R]
                                   [LR]
 [ K) YES (10) ]──→[L]
                   [R]
                   [LR]
 [ L) (further clearance (11) ]──→[ TOTAL (12) ]
                                   [ length, width (13) ]
 [ M) clearance expected to be completed (14) ]
 [ N) (15) ]                          [ NO (16) ]
            [ estimated surface friction (19) ]←[ deposit type (18) ]←[ twy designator (17) ]
 [ P) YES (20) ]→[ distance (21) ]→[\n]
```
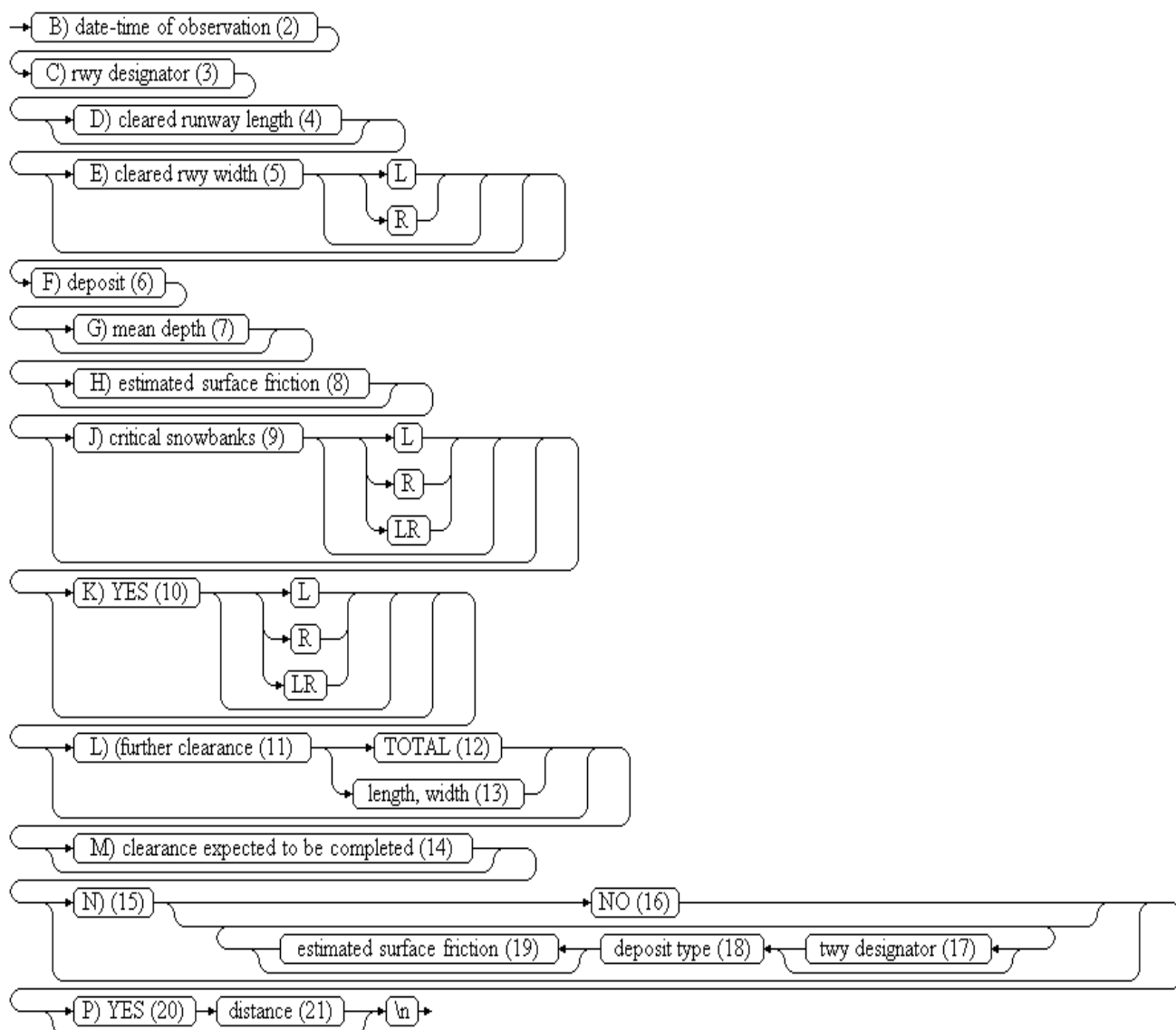
item B) date-time of observation/measurement(2)

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

MM = month

DD= day of the month

GGgg = time in hours (GG) and minutes (gg) UTC

item C) RWY designator(3)

Lower runway designator number.

item D) cleared RWY length(4)

Cleared runway length in metres, if less than published length.

item E) cleared RWY width(5)

Cleared runway width in metres, if less than published width; if offset left or right of centre line; add (without space) "L" or "R", as viewed from the threshold having the lower runway designation number.

item F) deposit(6)

Deposit over the total runway length observed on each third of the runway, starting from the threshold with the lower runway designation number. 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 (closest to the sky) to the bottom (closest to the runway).

The values for each third of the runway shall be separated by a slash.

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. The values for each third of the runway shall be separated by an oblique stroke (/).

For example: 47/47/47.

deposit type	value to be inserted
CLEAR AND DRY	NIL
DAMP	1
WET	2
RIME OR FROST COVERED (depth normally less than 1mm)	3
DRY SNOW	4
WET SNOW	5
SLUSH	6
ICE	7
COMPACTED OR ROLLED SNOW	8
FROZEN RUTS OR RIDGES	9

item G) mean depth(7)

Mean depth in millimetres of the deposit for each third of the 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.

The values for each third of the runway shall be separated by an oblique stroke (/), without a space between the values and the oblique stroke.

For example: 20/20/20.

item H) estimated surface friction(8)

Estimated surface friction on each third of the runway (single digit) in the order from the threshold with the lower runway designation number. The values for each third of the runway are separated by an oblique stroke (/), without a space between the values and the oblique stroke.

For example: 5/5/5.

estimated surface friction	value to be inserted
GOOD	5
MEDIUM/GOOD	4
MEDIUM	3
MEDIUM/POOR	2
POOR	1

Procedures for runway surface assessment and type of friction measurement devices should be published in the AIP and reported in Item T.

item J) critical snowbanks(9)

If present insert the height in centimetres and the distance from edge of runway in metres, followed (without a space) by left ("L") or right ("R") side or both sides ("LR"), as viewed from the threshold with the lower runway designation number.

item K)(10)

If runway lights are obscured, insert "YES" followed (without a space) by "L", "R" or both "LR", as viewed from the threshold with the lower runway designation number.

item L) further clearance(11)

Where further clearance will be undertaken, enter the length/width of the runway to be cleared **(12)** or "TOTAL" **(13)** if the runway is to be cleared to the full dimensions.

item M) clearance expected to be completed(14)

Enter the anticipated time of completion in UTC (GGgg).

item N)(15)

See (16) - (19) for possible entries in the taxiway condition item.

NO(16)

Enter "NO" if no taxiways serving the associated runway are available.

TWY designator(17)

This item is valid if information is available for individual taxiways serving the runway.

Add TWY designator serving the associated runway followed by a slash and then (18) and (19). Separate the information about each taxiway with a comma.

If there are groups of taxiways with the same values of contamination and surface friction following on from (18) and (19): separate the taxiway designators with a space.

deposit type(18)

The code (and combination of codes) for Item F may be used to describe taxiway conditions.

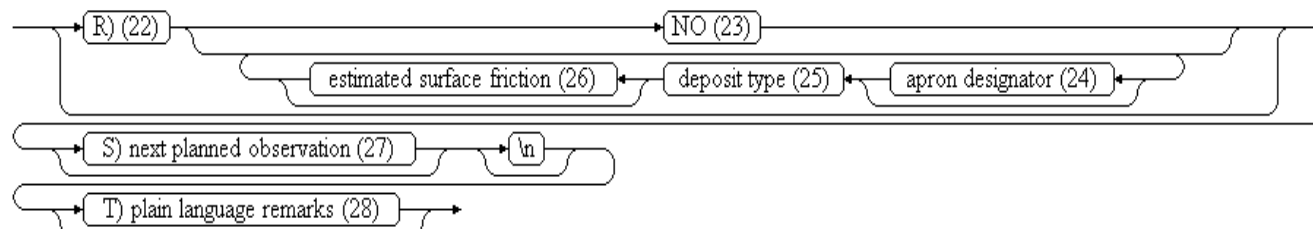## estimated surface friction(19)

Estimated friction preceded by a slash.

estimated surface friction	text to be inserted
GOOD	"GOOD"
MEDIUM/GOOD	"MEDIUM/GOOD"
MEDIUM	"MEDIUM"
MEDIUM/POOR	"MEDIUM/POOR"
POOR	"POOR"

item P)(20)

Enter YES if taxiway snowbanks higher than 60cm exist

(21)

Enter the lateral distance parting the snow banks (the distance between them) in metres

item R)(22)

See (23) - (26) for possible entries in the apron condition item.

(23)

Enter "NO" if the apron is unusable.

apron designator(24)

This item is valid if information is available for individual aprons serving the runway.

Add the apron designator serving the associated runway followed by a slash and then (25) and 26). Separate the information about each apron with a comma.

If there are groups of aprons with the same values of contamination and surface friction following on from (25) and (26): separate the apron designators with a space.

deposit type(25)

The code (and combination of codes) for Item F may be used to describe apron conditions.

estimated surface friction(26)

Estimated surface friction preceded by a slash.

estimated surface friction	text to be inserted
GOOD	"GOOD"
MEDIUM/GOOD	"MEDIUM/GOOD"
MEDIUM	"MEDIUM'
MEDIUM/POOR	"MEDIUM/POOR"
POOR	"POOR"

item S) next planned observation(27)

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

item T) plain language remarks(28)

Describe in plain language any operationally significant information but always report on the 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 PERCENT — if 10% or less of runway contaminated

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

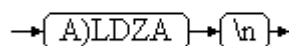Runway contamination — 50 PERCENT — if 26–50% of runway contaminated

Runway contamination — 100 PERCENT — if 51–100% of runway contaminated.
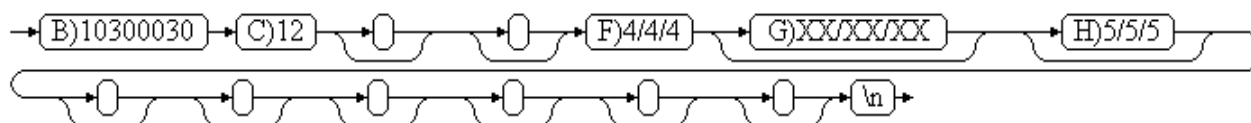
3.9.1.2   SNOWTAM examples

The examples in this section apply the template defined in the previous section.

Example 1 - Production rule SNOWTAM with one runway

item_A

item_B_P

item_R_T
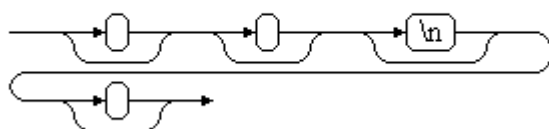

```
(SNOWTAM 0001
A) LDZA
B) 10200450 C)05 F)5/5/5 G)XX/XX/XX H)5/5/5
```

Example 2 - Production rule SNOWTAM with one runway, more complex

item_A
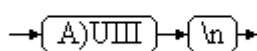
item_B_P

item_R_T


```
B) 10300030 C)12 D)3565 E)45 F)4/4/4 H)5/5/5 L)TOTAL M)2000 N)A1 A2 B1
B2/5/MEDIUM
S) 10300730
T) UNCLEARED RWY PARTS COVERED WITH DRY SNOW 100 PERCENT DEPTH 10MM.
TWY, APRON COVERED WITH DRY SNOW.
```

Example 3 - Production rule SNOWTAM with two runways

item_A

→[A)SCEL]─[\n]→

item_B_P

→[B)10200730]─[C)17L]─( )─( )─[F)1/2/1]─[G)1/1/1]─[H)5/5/5]
─( )─( )─( )─( )─[N) S1/56, S2/56, S3/56]─( )─[\n]
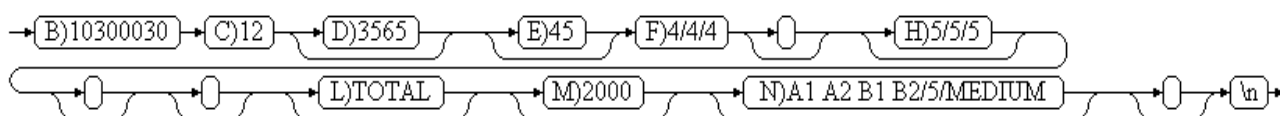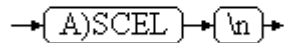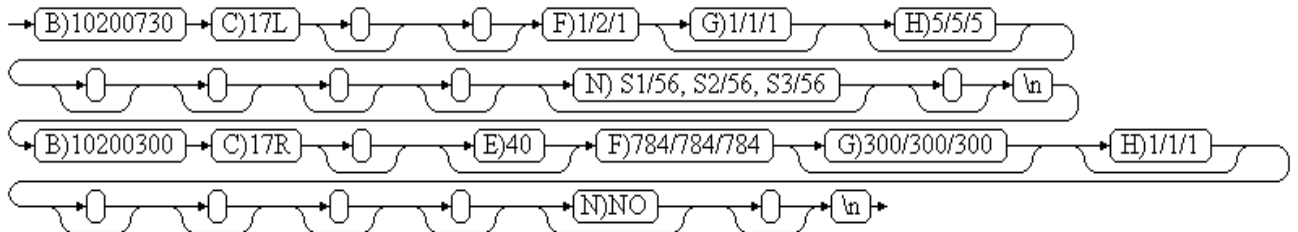→[B)10200300]─[C)17R]─( )─[E)40]─[F)784/784/784]─[G)300/300/300]─[H)1/1/1]
─( )─( )─( )─( )─[N)NO]─( )─[\n]→

item_R_T

→[NO]─( )─[\n]
─[T)RWY/APN FULLY COVERED BY A LAYER OF 90MM HGT ICE BASE AND ON THIS VERY IRREGULAR A LAYER OF DRY SNOW AVERAGE 60MM HGT.]→

A) SCEL

B) 10200730 C)17L F)1/2/1 G)1/1/1 H)5/5/5 N)S1/56, S2/56, S3/56

B) 10200300 C)17R E)40 F)784/784/784 G)300/300/300 H)1/1/1 N)NO

R) NO

T) RWY/APN FULLY COVERED BY A LAYER OF 90MM HGT ICE BASE AND ON THIS VERY IRREGULAR A LAYER OF DRY SNOW AVERAGE 60MM HGT.

Example 4 - Production rule SNOWTAM with two runways, more complex

item_A

→[A)ENGM]─[\n]→

item_B_P

→[B)10290945]─[C)01L]─( )─( )─[F)6/69/69]─[G)3/6/6]─[H)5/4/4]
─( )─( )─( )─( )─[N)A1/59, A2/59, A5/59, A6/59, A7/59, A9/59, C/59, C1/59]─( )─[\n]
→[B)10290909]─[C)01R]─( )─( )─[F)6/59/59]─[G)6/6/6]─[H)3/3/3]
─( )─( )─( )─( )─[N)B1/59, B6/59, B7/59, B9/59, S/59, T/59]─( )─[\n]→
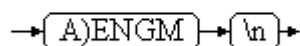
item_R_T

A) ENGM

B) 10290945 C) 01L F) 6/69/69 G) 3/6/6 H) 5/4/4 N) A1/59, A2/59, A5/59, A6/59, A7/59, A9/59, C/59, C1/59

B) 10290909 C) 01R F) 6/59/59 G) 6/6/6 H) 3/3/3 N) B1/59, B6/59, B7/59, B9/59, S/59, T/59

R) CARGO/59, GA/59, GA NORTH/59, MIL/59, NORWEGIAN/59, APRON SAS/59

T) RWY 01L 100/100/100 PERCENT, SANDED. RWY 01R 100/100/100 PERCENT, SANDED. SLIPPERY PORTIONS ON GA APRONS. RAMP B NORTH AND B SOUTH/CLSD, ENGINE TEST SITE/CLSD. TWY A3, A4, C2, B3, B4, B5 AND B8/CLSD.

Appendix A: Airspace activity types

This appendix provides for the respective scenarios the detailed list of airspace activities to be inserted in Item E and the structure of the text.

It repeats for each scenario the element (number) in the production rule to which it refers.

Published PRD, TSA - area - activation [SAA1.ACT]

airspace activity(5)

Insert the type of activity taking place in the airspace (military activities, demolition of explosives…) as follows:

airspace activity
"AEROBATICS"
"AIR DROPPING"
"AIR REFUELLING"
"ANTI HAIL MISSILES LAUNCH"
"BANNER/TARGET TOWING"
"FIRING"[23]
"GLIDER FLYING"
"HANG GLIDING"
"JET CLIMBING"
"MILITARY EXERCISE"
"NAVAL EXERCISE"
"PARAGLIDING"
"PJE"
"TRAINING ACTIVITIES"
"UNMANNED ACFT SYSTEM ACTIVITIES"

---

[23] If the type of firing is specified, insert this in front of the word "FIRING", e.g. "MISSILE FIRING", "GUN FIRING" or "ROCKET FIRING".

"UNSPECIFIED HAZARD"
"*Specify other activity.....*" *(insert only if the activity if not defined in this table.)*

Published Navigation Warning Areas – activity [SAA2.ACT]

activity(1)

Insert the activity (if specified) within the area/zone translated into readable text as follows:

text to be inserted into Item E	corresponding Q codes
"AEROBATICS"	QWBLW
"AIR DROPPING"	QWPLW
"AIR REFUELLING"	QWFLW
"ANTI HAIL MISSILES LAUNCH"	QWMLW
"ASCENT OF BALLOON"[24]	QWLLW
"BANNER/TARGET TOWING"	QWJLW
"FIRING"[25]	QWMLW
"GLIDER FLYING"	QWGLW
"HANG GLIDING"	QWPLW
"JET CLIMBING"	QWELW
"LASER HAZARD"	QWMLW
"MILITARY EXERCISE"	QWELW
"NAVAL EXERCISE"	QWELW
"PARAGLIDING"	QWPLW
"PJE"	QWPLW
"TRAINING ACTIVITIES"	QWELW

---

[24] If the type of balloon is specified, insert this in front of the word "BALLOON", e.g. "MET BALLOON", "FREE BALLOON" or "HOT AIR BALLON".

[25] If the type of firing is specified, insert this in front of the word "FIRING", e.g. "MISSILE", "GUN" or "ROCKET".

"UNMANNED ACFT SYSTEM ACTIVITIES"	QWULW

Ad-hoc PRD and TSA area creation [SAA1.NEW]

activity(4)

Insert the activity (if specified) translated into readable text as follows:

airspace activity
"AERIAL SURVEY"
"AERIAL WORK"
"AEROBATICS"
"AIR DISPLAY"
"AIR DROPPING"
"AIR REFUELLING"
"AIRBORNE SPREAD OF DISEASES"
"AIRSPACE RESERVATION"
"ANTI HAIL MISSILES LAUNCH"
"ASCENT OF BALLOON"[26]
"ASCENT OF RADIOSONDE"
"BANNER/TARGET TOWING"
"BIRD MIGRATION"
"BIRD PRESENCE"
"BLASTING"
"BURNING OR BLOWING GAS"
"CAPTIVE BALLOON"
"CHEMICAL HAZARD"

---

[26] If the type of balloon is specified, insert this in front of the word "BALLOON", e.g. "MET BALLOON", "FREE BALLOON" or "HOT AIR BALLOON"

"CONFIRMED VOLCANIC ERUPTION"
"CROP SPRAYING"
"DEMOLITION OF EXPLOSIVES"
"FAUNA PROTECTION"
"FIRE FIGHTING"
"FIREWORKS"
"FIRING"[27]
"FLIGHT ACCIDENT SITE"
"FORMATION FLIGHT"
"GLIDER FLYING"
"HANG GLIDING"
"HIGH POWER RADIO TRANSMISSIONS"
"INDUSTRIAL ACTION"
"JET CLIMBING"
"KITE ACTIVITIES"
"LASER HAZARD"
"MASS MOVEMENT OF ACFT"
"MILITARY EXERCISE"
"MILITARY OPERATIONS"
"MODEL FLYING"
"NATURE PROTECTION"
"NAVAL EXERCISE"
"NOISE PREVENTION"

---

[27] If the type of firing is specified, insert this in front of the word "FIRING", e.g. "MISSILE FIRING", "GUN" or "ROCKET".

"NUCLEAR HAZARD"
"OIL HAZARD"
"OVERFLYING PROHIBITED"
"PARAGLIDING"
"PJE"
"POPULATION PROTECTION"
"REFINERY HAZARD"
"SPORTING ACTIVITIES"
"TECHNICAL ACTIVITIES"
"TRAINING ACTIVITIES"
"ULTRALIGHT MOTORIZED ACFT ACTIVITIES"
"UNMANNED ACFT SYSTEM ACTIVITIES"
"VIP PROTECTION"
"VOLCANIC ACTIVITY, POSSIBLY INDICATING IMMINENT ERUPTION"
"VOLCANIC ASH OF HIGH CONTAMINATION"
"VOLCANIC ASH OF MEDIUM CONTAMINATION"
"VOLCANIC ASH OF LOW CONTAMINATION"
"WATER BLASTING"
specify other activity type...

Ad-hoc Navigation warnings [SAA2.NEW]

activity(1)

Insert the activity (if specified) translated into readable text as follows:

airspace activity	corresponding Q codes
"AEROBATICS"	QWBLW

"AIR DISPLAY"	QWALW
"AIR DROPPING"	QWPLW
"AIR REFUELLING"	QWFLW
"ANTI HAIL MISSILES LAUNCH"	QWMLW
"ASCENT OF BALLOON"[28]	QWLLW
"ASCENT OF RADIOSONDE"	QWLLW
"BANNER/TARGET TOWING"	QWJLW
"BLASTING"	QWHLW
"BURNING OR BLOWING GAS"	QWSLW
"CAPTIVE BALLOON"	QWCLW
"CHEMICAL HAZARD"	QWRLW
"CONFIRMED VOLCANIC ERUPTION"	QWWLW
"DEMOLITION OF EXPLOSIVES"	QWDLW
"FIREWORKS"	QWMLW
"FIRING"[29]	QWMLW
"FORMATION FLIGHT"	QWVLW
"GLIDER FLYING"	QWGLW
"HANG GLIDING"	QWPLW
"JET CLIMBING"	QWELW
"KITE ACTIVITIES"	QWCLW
"LASER HAZARD"	QWMLW
"MASS MOVEMENT OF ACFT"	QWTLW

---

[28] If the type of balloon is specified, insert this in front of the word "BALLOON", e.g. "MET BALLOON", "FREE BALLOON" or "HOT AIR BALLOON".

[29] If the type of firing is specified, insert this in front of the word "FIRING", e.g. "MISSILE", "GUN" or "ROCKET".

"MILITARY EXERCISE"	QWELW
"MODEL FLYING"	QWZLW
"NAVAL EXERCISE"	QWELW
"NUCLEAR HAZARD"	QWRLW
"OIL HAZARD"	QWSLW
"PARAGLIDING"	QWPLW
"PJE"	QWPLW
"REFINERY HAZARD"	QWRLW
"TECHNICAL ACTIVITIES"	QWRLW
"TRAINING ACTIVITIES"	QWELW
"ULTRALIGHT MOTORIZED ACFT ACTIVITIES"	QWPLW
"UNMANNED ACFT SYSTEM ACTIVITIES"	QWULW
"VOLCANIC ACTIVITY, POSSIBLY INDICATING IMMINENT ERUPTION"	QWWLW
"VOLCANIC ASH OF HIGH CONTAMINATION"	QWWLW
"VOLCANIC ASH OF MEDIUM CONTAMINATION"	QWWLW
"VOLCANIC ASH OF LOW CONTAMINATION"	QWWLW
"WATER BLASTING"	QWHLW
specify other activity type...	QW***