CANADIAN NOTAM OPERATING PROCEDURES

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Version 8.0

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Approvals

This document shall be reviewed on a regular basis.

The *Canadian NOTAM Operating Procedures* (CNOP) outlines the procedures to be used by NOTAM Originators and processing personnel.

Should more information be required concerning the procedures in this manual, please send an email to notam@navcanada.ca.

Vanessa Robertson
Director, ATS Standards

2024-03-21
Date

Amendment to the Manual

Requests for amendments coming from NAV CANADA must be submitted with the AIM OR request system. Requests external to NAV CANADA should be forwarded to the Manager, Standards and Procedures, AIM and IFP Design or service@navcanada.ca.

All suggested amendments shall include detailed explanations and justifications.

Change proposals are provided for review, on a case-by-case basis, to various stakeholders including but not limited to: NAV CANADA International NOTAM Office, ATS Standards, Stakeholder and Commercial Relations, Operational Safety, Flight Operations, ATS Learning and NAV CANADA Technology. The manual is also reviewed by Transport Canada (Flight Standards, Aerodrome Standards) and, in some instances, by airline and airport representatives as well.

This manual is reviewed a minimum of once a year and amended as required.

Should the need for an urgent and unscheduled amendment to this manual arise, a NAV CANADA directive is produced and distributed to concerned NAV CANADA personnel via “Central” and posted on the NAV CANADA’s website. If a change in NOTAM Standards affects a broader audience, an AIC can also be published. The directive will remain in effect until appropriate revisions are made and the bulletin is cancelled.

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Detailed Description of Changes

Some changes in CNOP are not the result of regulatory or procedural changes. These improvements enhance the clarity, comprehension, and accuracy of the procedures.

This list of changes is not exhaustive. Some minor editorial or presentation changes are not noted.

Section	Rationale for change
4.3	Updated to show that "EMERG" is an acceptable abbreviation but that the phrases "AVBL FOR EMERG" and "EXC FOR EMERG" are discouraged. In addition, the phrase "HUMANITARIAN ASSISTANCE" should be used to describe aircraft assisting with an emergency.
4.4.17.1	Specified the maximum gap between activity periods in Item D) (NOTAM schedule) is 7 days. If a gap between activity periods is 8 days or more, a separate NOTAM must be issued.

1 General Information

1.1 Purpose of this Manual

The purpose of the *Canadian NOTAM Operating Procedures* (CNOP) is to support all those involved with the origination, distribution and query of Canadian NOTAMs. The CNOP details the standards and procedures to bridge the gaps of the ICAO Annex 15 – *Aeronautical Information Services - Standards and Recommended Practices* (SARPs) *the Procedures for Air Navigation Services - AIM (PANS-AIM)* and the ICAO *Aeronautical Information Services Manual* (Doc 8126).

The document contains information, guidance and standard operating procedures to be used by NAV CANADA personnel along with other external accountable sources and originators of NOTAMs.

An attempt has been made to provide examples for as many situations as possible. Whenever possible, the NOTAM examples are gender-neutral (that is, the examples do not specifically indicate whether the individuals mentioned are male or female). To ensure standardization, the format and syntax used in the examples should be followed to the extent possible. Examples do not define the standard or procedure; they represent a means but not the only means to demonstrate compliance with standards and procedures. The absence of an example for a specific subject in no way implies that this subject cannot be the object of a NOTAM. In the latter case and in case of unusual circumstances, the International NOTAM Office (NOF) should be contacted for assistance to ensure NOTAM criteria are met and that all necessary information is obtained.

NOTAM shall be as brief as possible, stating only the essential facts[1], and so compiled that its meaning is clear and unambiguous. Clarity shall take precedence over conciseness.

1.2 Use of this Manual

Except as provided in Chapter 8, *Procedures for RSC NOTAM*, the international standard NOTAM format contained in ICAO *PANS-AIM Appendix 3* forms the baseline on which this document is developed; Chapter 4, *NOTAM Creation* contains the generic specifications for each NOTAM item in their order of appearance in the NOTAM body while Chapter 5, *NOTAM Specifications* contains the specifics of various NOTAM subjects and conditions with examples.

1.3 Definition and Purpose of NOTAM

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

A NOTAM is originated and issued promptly whenever the information to be distributed is of temporary nature and of short duration, or when operationally-significant permanent changes or temporary changes of long duration are made at short notice, that is, there is insufficient time to apply the process of an AIP amendment or AIP supplement. Refer to sections 3.1, for *Information to be Promulgated by NOTAM* and 3.2, *Information Not to be Promulgated by NOTAM*.

[1] NOTAMs are not issued after the fact just for the records to show that NOTAM were issued. For example, if no NOTAMs were issued during the actual outage or closure, it is not permitted to promulgate the information after the fact.

1.4 Dissemination of Foreign Aeronautical Information and Amendment of Third Party Publications

[Reserved]

1.5 Duration of a NOTAM and Advance Notification

For long duration temporary changes or for temporary short duration events requiring extensive text and graphics, every effort should be made to notify NAV CANADA's Aeronautical Information Management Data Collection (aisdata@navcanada.ca) as early as possible for the issuance of an AIP Supplement. A NOTAM can still be issued in advance of an AIP Amendment or AIP Supplement however a NOTAM must not be used to circumvent these processes.

A NOTAM should be published with sufficient lead time for the affected parties to take any required action, except in the case of unplanned unserviceability, volcanic activity, release of radioactive material, toxic chemicals and other events that cannot be foreseen. For routine occurrences, the lead time should not exceed 48 hours to reduce the number of NOTAM that must be reviewed during pre-flight activities. Whenever possible, at least 24 hours' advance notice is desirable, to permit timely completion of the notification process and to facilitate airspace utilization planning, however:

- For planned events, outages, activities, no less than 6 hours lead time is provided.
- At least seven days' advance notice shall be given of the activation of established danger, restricted or prohibited areas and of activities requiring temporary airspace restrictions other than for emergency operations.
- The maximum advance notice by NOTAM is set at 14 days. For more advance notice, the NOF Manager shall be contacted.

1.6 International NOTAM Office

The NOF for Canada is located in Ottawa. The NOF operates 24 hours a day, seven days a week.

International NOTAM Office, NAV CANADA
1601 Tom Roberts
PO Box 9824 Stn T
Ottawa, Ontario
Canada K1G 6R2

Email: notam@navcanada.ca

AFTN: CYHQYNYX

Tel: (613) 248-4000

Fax: (613) 248-4001

1.7 Availability of NOTAM

Flight Information Centres (FICs) and Flight Service Stations (FSSs) are the points of contact for pilots and other users to obtain NOTAM information. Although NAV CANADA provides NOTAM applicable to flight operations within Canadian Domestic Airspace via the internet, such service may not provide all pertinent NOTAM information for a flight. Pilots and other users are advised to contact a FIC to obtain all pertinent NOTAM information.

1.8 NOTAM Language

NOTAM intended for national and international distribution shall include English text for those parts expressed in plain language. In addition, NOTAM for which the subject of the information is geographically located where air traffic services are available in English and French, the NOTAM shall also be made available with French text for national distribution.

The French version of a NOTAM shall have the same NOTAM number as the English version however, the Aeronautical Fixed Service (AFS) dissemination address differs.

1.9 NOTAM Distribution

NOTAM shall be distributed, on the basis of request, to organizations subscribing to specific NOTAM Series and specific NOTAM language(s). Subscription changes shall be coordinated with the NOF Supervisor.

NOTAM shall be prepared and disseminated in conformity with the relevant provisions of the ICAO communication procedures.

The Aeronautical Fixed Service (AFS) (AFTN) is employed for NOTAM distribution.

NOTAM Series differentiate NOTAMs that are to be given only national distribution, or both national and international distribution.

NAV CANADA does not check, control and store international NOTAMs from other ICAO States. Canadian stakeholders requiring these NOTAMs on a permanent basis are set to receive them directly from the publishing NOFs. Stakeholders encountering difficulties in accessing foreign NOTAMs can contact the Canadian NOF through AFTN (CYHQYNYX) or email (notam@navcanada.ca) for assistance in querying the originating NOF.

2 Roles and Responsibilities

2.1 NAV CANADA

Under the Canadian Air Navigation Services Commercialization Act (CANSCA), NAV CANADA is responsible for the provision of aeronautical information services necessary to meet the requirements of ICAO *Annexes 4* and *15*. NAV CANADA shall make necessary arrangements to satisfy operational requirements for the issuance and receipt of NOTAM distributed by telecommunication.

2.1.1 NAV CANADA ATS Standards

Under the NAV CANADA Operational Support Organization, ATS Standards develops and maintains the Canadian NOTAM Operating Procedures. This is done in consultation and collaboration with stakeholders. Changes to the procedures are authorized by the Director, ATS Standards.

2.1.2 International NOTAM Office (NOF)

The NOF is responsible for:

- analyzing and assessing NOTAMs, determining the validity, clarity and accuracy of the information, and initiating corrective action when required[2];
- disseminating and storing NOTAM in a timely manner;
- distributing Canadian NOTAMs to ICAO member states and other NOTAM subscribers on the basis of a request;
- compiling checklists of valid Canadian NOTAMs for distribution to NOTAM recipients;
- providing direct guidance and clarification of NOTAM procedures to stakeholders;
- providing direction to Aeronautical Fixed Telecommunication Network (AFTN) users concerning retrieval procedures, data format, distribution criteria and data verification;
- maintaining archives of all NOTAMs issued in Canada;
- controlling the processing of NOTAM performance by the NOTAM Entry System (NES) and the NOTAM Distribution Sub-System (NDS);
- acting as an administrator for NES/NDS for various functions such as managing and processing subscription, NOTAM distribution and queries as well as resetting a password;
- inputting NOTAMs of national importance and under certain conditions at the request of third parties; and
- providing assistance to Canadian stakeholders encountering difficulties in receiving or accessing NOTAMs from other ICAO States.

When NOTAM content does not comply with these criteria, the NOTAM Specialist may request the issuing unit to clarify or obtain further information. If this is not satisfactory, the NOTAM Specialist will contact the NOTAM originator directly to have the matter resolved and may seek support from ATS Standards. (Refer 3.1 and 3.2).

When inputting a NOTAM request received directly from an originator (where an agreement has been established), the NOF must attempt to communicate the NOTAM reference number to the originator

[2] With the exception of RSC NOTAM, all NOTAMs are evaluated and, if necessary, edited by the NOF.

unless the originator states that they can retrieve the information on their own. This is because the NOTAM number is the best method to positively identify the NOTAM.

When a request to revise or cancel a NOTAM is received directly from an originator (where an agreement has been established), the NOF must request the active NOTAM reference number to confirm that the correct NOTAM is being revised or cancelled. If the number cannot be obtained, other methods to confirm the correct NOTAM is being revised or cancelled are to be applied.

2.1.3 National Operations Centre (NOC)

The National Operations Centre (NOC) is responsible to maintain real-time situational awareness for NAV CANADA wide operations. The NOC ensures NAV CANADA actions that impact stakeholders are coordinated by employing collaborative decision making and problem solving. The NOC will provide operational level managerial support to the NOF for instances where there is a disagreement pertaining to NOTAMs for Restricted Airspaces and/or Danger Areas that will have an impact to our stakeholders.

Upon notification of a disagreement, the NOC is responsible for:

- Obtaining pertinent info from the NOF;
- Consulting with the applicable OPI and planners at NAV CANADA or TC;
- Coordinate with NOF Supervisor;
- Direct a course of action; or
- Recommend a course of action to a higher authority, if deemed necessary.

2.1.4 National Monitoring and Distribution Centre (NMDC)

The NMDC exercises continuous operational control of the NAV CANADA AFTN Message Handling System. The NMDC provides for the real-time reception, storage and delivery of aeronautical data through a world-wide system of aeronautical message switching centres and aeronautical fixed stations. The AFTN allows for the exchange of aeronautical data such as flight plans, meteorological and navigational air data, Aviation Regulation Bulletins, distress messages, NOTAM, and other approved messages.

2.1.5 FIC and IFSS

FICs and the IFSSs are responsible for issuing NOTAM information for air navigation facilities and services within their area of responsibility.

FICs and the IFSS are also responsible for reviewing the information provided to them for submission by aerodrome authorities about the condition of runway surfaces to ensure it follows the format prescribed in this manual before disseminating it by RSC NOTAM.

FICs and the IFSS must attempt to communicate the NOTAM reference number to the originator (this includes leaving a message by voicemail or email) unless the originator states that they can retrieve the information on their own. This is because the NOTAM number is the best method to positively identify the NOTAM.

When a request to revise or cancel a NOTAM is received, FICs and the IFSS must request the NOTAM reference number to confirm that the correct NOTAM is being revised or cancelled. If the number is not provided, other methods to confirm the correct NOTAM is being revised or cancelled are to be applied.

2.1.6 AIM

AIM is responsible for the origination of NOTAMs concerning the commissioning of new facilities, new significant obstructions, permanent amendments to publications and interim changes to instrument approach procedures. Coordination with the NOF is recommended.

AIM shall ensure verification and accuracy of all NOTAMs within their area of responsibility.

When the NOTAM information has been properly published in all relevant products, AIM shall cancel the NOTAM. If the NOTAM is still outstanding seven days after publication has occurred, it may be cancelled by the NOF after coordination with AIM.

2.1.7 Technology Operations Coordination Centre (TOCC)

The TOCC is responsible for the origination, revision and cancellation of NOTAMs pertaining to all electronic systems maintained by Technical Service.

2.1.8 Flight Inspection Operations (FIO)

The FIO group is responsible for originating NOTAM for facilities not meeting ICAO Annex 10 or for unsafe conditions following flight inspections.

AIM SD Production Planning is responsible for tracking and updating NOTAM originated by FIO until the matter is resolved by AIM IFP Design.

2.1.9 Employees

When a condition affecting flight safety comes to the attention of NAV CANADA employees, it is their duty to ensure appropriate authorities are notified immediately so a NOTAM can be issued or other actions taken.

2.2 NOTAM Originator

The NOTAM originator is responsible for the provision of information to NAV CANADA including contact information for clarification, as needed. The originator of the NOTAM determines the requirement for a firm expiration time or an estimated expiration time of the NOTAM. Refer to section 4.4.16, *Item C) – End of Activity and of Validity*.

In the case of a NOTAM with an estimated time of expiration (EST), the NOTAM originator is responsible to replace or cancel it before the expiration time. If the NOTAM to be replaced or cancelled is related to a permanent amendment to a publication, prior coordination shall occur with NAV CANADA AIM Data Collection.

When the originator requests to revise or cancel a NOTAM, the NOTAM reference number of the existing NOTAM must be provided because the NOTAM number is the best method to positively identify which NOTAM is to be revised or cancelled. Refer to section 4.4.2 – *NOTAM Number*. Note: Instructions on how to retrieve NOTAM numbers through the Collaborative Flight Planning Service (CFPS) are included on NOTAM Request Forms available on the www.navcanada.ca website.

Where NOTAMs are required to be issued in English and French, the NOTAM originator is responsible for providing both the English and the French versions.

In support of flight safety, NOTAM originators are encouraged to ensure that the NOTAM they requested is published with the correct information within an hour of a NOTAM request submission. If any discrepancies are identified, the applicable FIC should be contacted to correct the NOTAM as soon as possible.

2.2.1 Transport Canada

Within their area of responsibility, Transport Canada representatives are responsible for the origination, coordination and submission of NOTAM related to changes in regulations, changes in airspace classification and structure, the activation of airspace restrictions, and the notification of directed bright light sources. Transport Canada will also be the point of contact for Aerodrome Operators requesting clarification on NOTAM related to construction activities and other temporary changes at aerodromes.

When a condition affecting flight safety comes to the attention of Transport Canada, it is Transport Canada's duty to ensure appropriate authorities are notified immediately so a NOTAM can be issued or other actions taken.

Transport Canada representatives with the appropriate authority are responsible for the origination of NOTAM regarding the risks to aviation due to conflict zones. While an AIC is the normal means for Transport Canada to advise about these situations, a NOTAM may sometimes be issued if the matter is urgent and until an AIC can be published.

Transport Canada is responsible for changes to Runway Surface Condition Reporting rules and the content of the related *Aircraft Movement Surface Condition Report* (AMSCR) and *Canadian Runway Friction Index* (CRFI) form.

2.2.2 Aerodrome Operator

The aerodrome operator or their delegate is responsible for the origination, revision and cancellation of NOTAMs pertaining to the following circumstances:

- any projection by an object through an obstacle limitation surface relating to the aerodrome;
- the existence of any obstacle or hazardous condition affecting aviation safety within the aerodrome boundaries;
- any change in the level of services at the aerodrome identified in an aeronautical information product and pertinent to aviation safety, excluding instrument procedures. For instrument procedures, the aerodrome operator only has the ability to “not authorize” (NOT AUTH) an instrument approach procedure and a reason should be included. Any other changes, including reinstatement of the procedure (except for ILS CAT II/III approaches after having been not authorized by the aerodrome operator), are the responsibility of the appropriate instrument procedure design unit. As coordination is required between the aerodrome operator and the appropriate instrument procedure design unit, NOTAM “not authorizing” an instrument approach procedure (except for ILS CAT II/III approaches) originating from an aerodrome operator should have an estimated end time to ensure the NOTAM is not automatically removed from the system;
- the closure of the aerodrome or any part of the manoeuvring area of the aerodrome; and
- the presence of contaminant on the movement area;

The Aerodrome Operator must coordinate with AIM Data Collection before submitting a NOTAM for any change in the level of service or for the existence of any obstacle that could affect aviation safety.

The Aerodrome Operator is responsible for providing runway surface conditions and quantitative braking action information to NAV CANADA. The information shall be either input directly at the site in an authorized web-based application or an authorized automated system, communicated in a written format using the AMSCR/CRFI form available from Transport Canada or NAV CANADA (or a similar paper or electronic format), or communicated verbally.

If regular reports are only to be conveyed to the NAV CANADA agent verbally, then a formal agreement between the aerodrome operator and NAV CANADA is required. Such agreements describe the authorized agents, responsibilities and procedures for providing these reports on a regular basis. Infrequent reports may be provided verbally without a requirement for a formal agreement.

The Aerodrome Operator is responsible for cancelling the RSC NOTAM (Reporting Requirements – Cancellation).

2.2.3 Department of National Defence

The Department of National Defence is responsible for origination, revision and cancellation of NOTAMs pertaining to the following circumstances:

- NOTAM as per section 2.3 for aerodromes under its authority;
- activation of published Canadian Class F airspace, including CYR, CYD and CYA under its authority;
- activation of Search and Rescue (SAR) activities; and
- presence of conditions affecting military aerodromes.

2.2.4 Airshow Sponsor

The Airshow Sponsor is responsible for the provision of information related to airshow activities.

2.2.5 Accountable Source

In the context of NES, the accountable source is a person authorized by NAV CANADA to directly submit a NOTAM regarding defined data elements through the Accountable Source Software (NES) without any input from the FIC or FSS except when not able to enter the information.

When NOTAMs must be issued in English and French, the accountable source is responsible for submitting both the English and the French versions.

2.3 NOTAM Recipients through AFTN

Organizations wishing to receive Canadian NOTAMs through AFTN have to identify the NOTAM Series required to the NOF Supervisor. Any required changes in NOTAM series subscription have to be coordinated with the NOF Supervisor. To ensure all pertinent information is received, all series within a dissemination category should be selected for subscription (refer to Appendix A – *NOTAM Regions*).

3 Promulgation Requirements

3.1 Information to be Promulgated by NOTAM

Refer to sections 1.3, *Definition and Purpose of NOTAM* and 1.5, *Duration of a NOTAM and Advance Notification*. A NOTAM shall be originated and issued concerning the following information:

a. establishment, closure or significant changes in operation of aerodrome(s) or runways;

b. establishment, withdrawal or significant changes in operation of aeronautical services (AGA, AIS, ATS, COM, MET, SAR, etc.);

c. establishment, withdrawal or significant changes in operational capability of radio navigation and air/ground communication services. This includes: interruption or return to operation, change of frequencies, change in notified hours of service, change of identification, change of orientation (directional aids), change of monitoring capability or location of any radio navigation and air/ground communication services or limitations of relay stations including operational impact, affected service, frequency and area;

d. unavailability of back-up and secondary systems, having a direct operational impact;

e. establishment, withdrawal or significant changes made to visual aids, including the unserviceability of mandatory instruction signs on the aerodrome movement area such as runway designation signs, CAT I, II, or II/III holding position signs or NO ENTRY signs;

f. interruption of or return to operation of major components of aerodrome lighting systems;

g. establishment, withdrawal or significant changes made to procedures for air navigation services;

h. occurrence or correction of major defects or impediments in the manoeuvring area;

i. changes to and limitations on availability of fuel, oil and oxygen;

j. major changes to search and rescue facilities and services available;

k. establishment, withdrawal or return to operation of hazard beacons marking obstacles to air navigation;

l. changes in regulations requiring immediate action, for example, *Designated Airspace Handbook* (DAH) (TP 1820) amendments;

m. presence of hazards not otherwise promulgated, which affect air navigation (including obstacles, military exercises and operations, intentional and unintentional radio frequency interferences, rocket launches, displays, fireworks, rocket debris, races, major parachuting events);

n. conflict zones which affect air navigation (to include, if possible, information that is as specific as possible regarding the nature and extent of threats of that conflict and the proposed mitigation measure);

o. planned laser emissions, laser displays and search lights if pilots' night vision is likely to be impaired;

p. erecting or removal of, or changes to, obstacles to air navigation in the take-off/climb, missed approach, approach areas and runway strips;

q. establishment or discontinuance (including activation or deactivation), as applicable, or changes in the status of restricted, danger or advisory areas;

r. establishment or discontinuance of areas or routes or portions thereof where the possibility of interception exists and where the maintenance of guard on the VHF emergency frequency 121.5 MHz is required;

s. allocation, cancellation or change of location indicators;

t. changes in aerodrome/heliport rescue and fire fighting category provided;

u. outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures;

v. observations or forecasts of space weather phenomena, the date, and time of their occurrence, the flight levels where provided, and portions of the airspace which may be affected by the phenomena;

w. an operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and/or horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes which could be affected;

x. release into the atmosphere of radioactive materials or toxic chemicals following a nuclear or chemical incident, the location, date and time of the incident, the flight levels and routes or portions thereof which could be affected and the direction of movement;

y. establishment of operations of humanitarian relief missions, such as those undertaken under the auspices of the United Nations, together with procedures and/or limitations that affect air navigation;

z. implementation of short-term contingency measures in cases of disruption, or partial disruption, of air traffic services and related supporting services;

aa. unavailability of meteorological data; or

bb. other operationally-significant circumstances.

3.2 Information Not to be Promulgated by NOTAM

Although not requiring AFTN distribution, information identified in this section can be disseminated verbally or via ATIS or D-ATIS when deemed appropriate. The following information shall not be promulgated by NOTAM:

a. routine maintenance work on aprons and taxiways which does not affect the safe movement of aircraft;

b. runway marking work, when aircraft operations can be safely conducted on other available runways, or the equipment used can be removed when necessary;

c. temporary obstacles in the vicinity of an aerodrome that do not affect the safe operation of aircraft;

d. partial failure of aerodrome lighting facilities where such failure does not directly affect aircraft operations;

e. partial temporary failure of air/ground communications when suitable alternative frequencies are known to be available and are operative;

f. the lack of apron marshalling services and road traffic control;

g. the unserviceability of information signs on the aerodrome movement area such as location or destination signs;

h. activities such as parachuting, gliding, acrobatics and training published in the State's Aeronautical Information Products (*Canada Flight Supplement* (CFS), *Canada Water Aerodrome Supplement* (CWAS) or on aeronautical charts;

i. electronic NAVAID operating on or without emergency backup power or standby transmitter, except when applicable to CAT II/III ILS;

j. editorial and administrative changes Aeronautical Information Products or manuals (for example, TC AIM) that have no impact on flight operations;

k. when Air Traffic Services (ATS) are made available using contingency plans transparent to the users (for example, call re-routing, remote monitoring);

l. request for a Missing Aircraft Notice (MANOT);

m. change to NOTAM Series;

n. establishment or removal of poultry or fur farm on Aeronautical Information Products;

o. establishment, outage or removal of aviation weather camera;

p. establishment of outage of Obstruction Collision Avoidance System (OCAS)[3];

q. any other maintenance, closure, unserviceability, failure that has no impact on flight operations;

r. training activities by ground units;

s. unavailability of back-up and secondary systems if these do not have an operational impact;

t. limitations to airport facilities or general services with no operational impact;

u. national regulations not affecting aviation in general;

v. announcement or warnings about possible/potential limitations, without any operational impact;

w. general reminders on already published information;

x. availability of equipment for ground units without containing information on the operational impact for airspace and facility users;

y. closure of movement area parts in connection with planned work locally coordinated of duration of less than one hour;

z. other non-operational information of similar temporary nature.

3.3 Unusual Circumstances

In cases of unusual or questionable information, the FIC/FSS should contact the NOF or query AIM Data Collection.

3.4 NOTAM Request Disagreement Resolution

When a NOTAM request originates from Transport Canada or other government departments who are acting in the defense of Canada[4], which is contrary to this Policy or CNOP, the NOTAM Specialist shall notify the proponent of conflicts with NOTAM rules and propose an option to disseminate the NOTAM while complying with NOTAM rules. However, in the event of irreconcilable disagreement, NOTAM Specialist shall accept and disseminate the NOTAM and notify the NOF Supervisor and NOTAM Manager immediately.

For all other NOTAM originators, the NOTAM Specialist shall attempt to resolve disagreements on requests contrary to NOTAM rules in this manual, in an efficient and timely manner by proposing another

[3] Some obstructions or groups of obstructions are equipped with an OCAS. The failure of the OCAS does not warrant a NOTAM. As a safety measure, when there is a failure of the OCAS, the obstruction lights are turned on and remain on continuously.

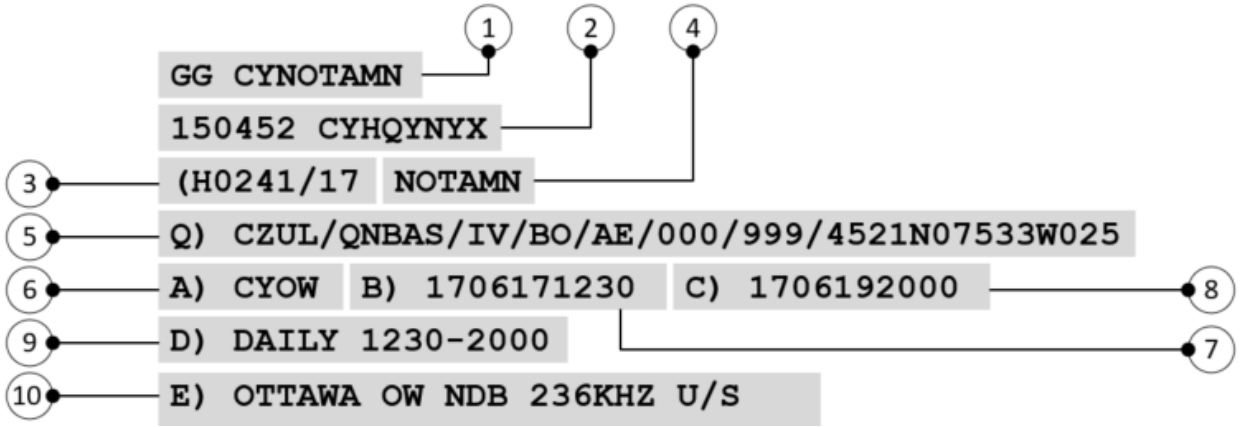
[4] The Government of Canada departments, other than Transport Canada, do not have the authority to restrict or change the Domestic Canadian Airspace. Airspace restriction requests from these agencies shall be denied and the proponent redirected to Transport Canada Regional Office(s) or Transport Canada Aviation Operations Centre (AVOPS).

option or action (for example: alternate wording, different NOTAM Series, ATIS, AIP Supplement, NOTAM duration, etc.). In the event of an irreconcilable disagreement that results in the NOF denying a NOTAM request, the originator may request the NOTAM Specialist to escalate the issue. The NOTAM Specialist will then notify the NOF Supervisor and NOF Manager immediately.

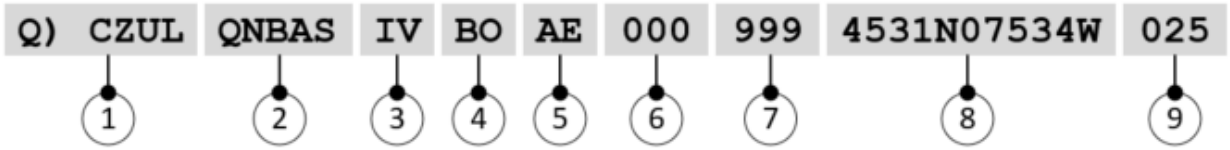
Disagreements relating to NOTAM for Restricted Airspaces and/or Danger areas, whether established by Class F or Aeronautics Act 5.1 (including consequential NOTAM generated as a result), the NOC shall be consulted before determining a course of action. The NOC has the authority to make the determination regarding whether a NOTAM should or should not be published or cancelled.

4 NOTAM Creation

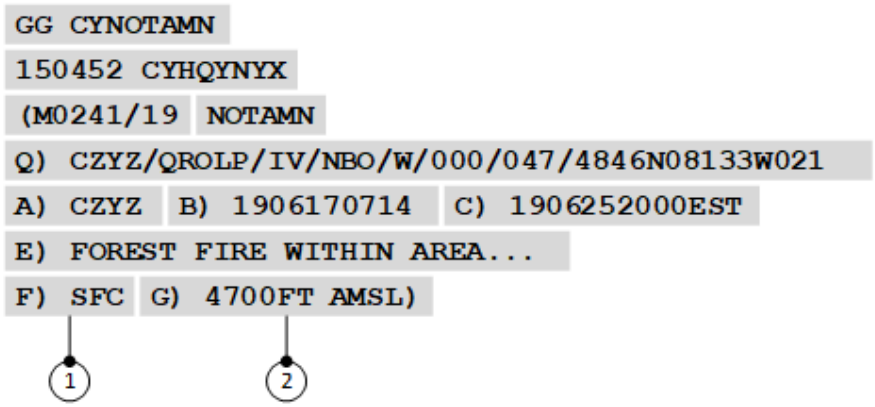
4.1 Format Layout and Field Identification



1. Priority and distribution group address
2. Originating time (day, hour in UTC) and AFTN address of issuing location
3. NOTAM Series and continuity number
4. NOTAM Type
5. NOTAM Qualifiers “Item Q” (details below)
6. Item A) Location Identifier
7. Item B) Start time
8. Item C) End time
9. Item D) Schedule
10. Item E) NOTAM Text



1. FIR
2. Q-Code: Subject and Condition
3. Applicable traffic
4. Applicable NOTAM purpose
5. Applicable scope
6. Lower limit
7. Upper limit
8. Geographical coordinates of the area of influence
9. Radius of the area of influence



1. Item F): lower limit
2. Item G): upper limit

4.2 General Rules for NOTAM Creation

4.2.1 NOTAM Types

The different types of NOTAM are:

- NOTAMN (New NOTAM)
- NOTAMR (Replacing NOTAM)
- NOTAMC (Cancelling NOTAM)

4.2.2 NOTAM Fields

The table below shows the use of each NOTAM qualifier and field in accordance with the NOTAM type.

Table 1: Mandatory, Prohibited, Optional and Conditional NOTAM Fields

NOTAM Fields	NOTAMN	NOTAMR	NOTAMC	Checklist
NOTAM Series	mandatory	mandatory	mandatory	mandatory
NOTAM continuity number	mandatory	mandatory	mandatory	mandatory
NOTAM Type	mandatory	mandatory	mandatory	mandatory
referenced NOTAM (series and number)	prohibited	mandatory	mandatory	mandatory
FIR	mandatory	mandatory	mandatory	mandatory
Q-Code (Subject and Condition)	mandatory	mandatory	mandatory	mandatory
Traffic	mandatory	mandatory	mandatory	mandatory
Purpose	mandatory	mandatory	mandatory	mandatory
Scope	mandatory	mandatory	mandatory	mandatory
Lower/Upper limits	mandatory	mandatory	mandatory	mandatory
Lat/Long/Radius	mandatory	mandatory	mandatory	mandatory
Item A)	mandatory	mandatory	mandatory	mandatory
Item B)	mandatory	mandatory	mandatory	mandatory
Item C)	mandatory	mandatory	prohibited	mandatory
Item D)	optional	optional	prohibited	prohibited
Item E)	mandatory	mandatory	mandatory	mandatory
Item F) and G)	conditional	conditional	prohibited	prohibited

4.3 Discouraged Expressions

The use of the following expressions (or similar expressions) is discouraged because they are considered unnecessary or inadvisable:

- `USE/EXERCISE CAUTION`
- `TEMPO CHANGE`
- `TEMPO AMEND`
- `AVBL FOR EMERG / EXC FOR EMERG –` The phrase `HUMANITARIAN ASSISTANCE` should be used to describe aircraft assisting with an emergency.
- `MAKE LOW PASS PRIOR TO LDG`

4.4 Detailed Procedures

4.4.1 NOTAM Series Allocation

Series are assigned in accordance with NOTAM Regions, dissemination categories and subject categories. There are 18 Series letters used in Canada: C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, U, V.

For a detailed description of NOTAM Series, refer to Appendices A and B.

4.4.2 NOTAM Number

The numbering of NOTAM is in accordance with NOTAM series. The NOTAM number consists of 4 digits for the continuity number, followed by a stroke (/) and 2 digits representing the calendar year.

Example: `N0023/19`

Special numbering applied to multi-part NOTAM; refer to Chapter 7, *Query/Response*.

Each series starts on January 1st at 0000z of each year with number 0001. NOTAM numbers are assigned sequentially from 0001 to 9999.

4.4.3 NOTAM Qualification Item Q) – General

The qualifier line, Item Q), is derived from the other NOTAM fields.

The NOTAM Selection Criteria (NSC) tables (ICAO Doc 8126) form the basis of NOTAM qualification. The Q-code (also know as NOTAM Code) is a description of information contained in NOTAM. It serves as an important criterion for storage and retrieval of information, as well as for deciding whether an item is of operational significance or not. It also establishes the relevance of the NOTAM to the various types of flight operations and determines whether it must therefore be part of a pre-flight information bulletin. In addition, it assists in specifying those items which are subject to immediate notification processes.

Where the tables do not cover scenarios for specific combinations of subjects and conditions, Canadian NSC tables have been created to complement the ICAO set to the extent feasible. All tables used in the creation of Canadian NOTAM are found in Appendix F, *NOTAM Selection Criteria used in Canadian NOTAMs.*

Deviation from the corresponding Traffic, Purpose and Scope qualifiers is allowed only in exceptional cases.

In the event that ICAO introduces new Q-Codes without amending or introducing corresponding NSC tables, the allocation of qualifiers Traffic, Purpose and Scope shall be based on operational experience and related to similar subjects.

4.4.4 Qualifier “FIR”

This Item shall contain the ICAO Location Indicator of the FIR within which the subject of the information is geographically located or “CZXX”.

Example:
```
Q) CZYZ/QWELW/…..
A) CYYZ
```

If more than one FIR is concerned, the location indicator CZXX shall be used.

Example:
```
Q) CZXX/QWELW/…..
A) CZYZ CZWG
```

For the aerodromes St-Pierre (LFVP) and Miquelon (LFVM), France, located in Gander FIR, Item Q) shall contain CZQX:

```
Q) CZQX/ ….
A) LFVP
```

4.4.5 Qualifier "Q-Code"

This Item shall contain the combination of two-letter subject code and two-letter condition code presented in the NSC tables. The NSC tables found in Appendix F, *NOTAM Selection Criteria used in Canadian NOTAMs,* are derived from the ICAO document 8126 – *Aeronautical Information Services* and are tailored for Canadian usage but do not contradict the ICAO tables. Codes for which the application is not foreseen in Canada (for example IW Microwave Landing System or NO Omega) have been excluded. Should the need arise, usage of one of the "excluded" codes is at the NOF's discretion[5].

The NOF shall ensure that the Q-Code selected from the NSC tables describes the most operationally significant information to be promulgated. For example, if a runway is closed due to work or construction, the most significant information is "runway closed" and therefore, the code QMRLC (runway closed) is used instead of the code QMRHW (runway work in progress).

While selecting the code that identifies the most significant information is generally desired, it may be determined that presenting all the relevant information is necessary, in which case, a more generic code is selected to provide the end-user with the relevant information without negative impact on briefings.

If an accurate subject code is not available, a generic code such as LA (approach Lighting system) or a code that best fits the situation will be selected. Otherwise, the code XX may be selected as a last resort.

For example, QLAAS (approach lighting system out of service).To summarize, select in this order:

1. An accurate code
2. A generic code
3. XX

Each NOTAM should deal with only one subject (entity, event) and one condition of the subject. However, when an event encompasses multiple outages, limitations, services, etc., and would otherwise result in a large volume of NOTAM, a single NOTAM may be issued (emergency evacuation, complete facility power failure or unplanned temporary closure of ATS units).

The grouping of Class F airspace (advisory, restricted or danger) and the grouping of airspace restrictions (under Section 5.1 of the Aeronautics Act or CARs 601.18, 601.14 -16) is prohibited.

In situations where more than one condition seems suitable, for example LT (Limited to …) as opposed to LC (Closed), use the condition that best qualifies the status of the subject. If the main purpose/usage of a subject is affected, use LC (Closed), AU (Not available) or AS (Unserviceable) rather than LT (Limited to …).

4.4.6 Qualifier "TRAFFIC"

This qualifier associates the NOTAM message to a flight rule and thus allows retrieval according to the user's operations requirements. The traffic is selected in accordance with the NSC tables of Appendix F, *NOTAM Selection Criteria used in Canadian NOTAMs*.

Possible entries:

- **I**: IFR Traffic

[5] Exceptionally. These events should be documented and considered in future development.

- **V**: VFR Traffic
- **IV**: IFR and VFR Traffic
- **K**: Checklist

4.4.7 Qualifier "PURPOSE"

This qualifier associates a NOTAM to certain intentions of notification/distribution and thus allows filtering and retrieval according to the user's requirements.

The possible entries, in order of importance, are NBO, BO, B, M and K, where:

- **N**: NOTAM selected for the immediate attention of air operators due to their importance.
- **B**: NOTAM of operational significance selected for NOTAM briefings or Pre-flight Information Bulletin (PIB).
- **O**: NOTAM concerning flight operations. The NOTAM will appear in NOTAM briefings or PIB containing all relevant NOTAMs.
- **M**: Miscellaneous NOTAM not subject of a briefing but available on request.
- **K**: Checklist

4.4.8 Qualifier "SCOPE"

This qualifier associates the NOTAM subject (second and third letters) to a specific scope. This qualifier is used to determine under which category a NOTAM is presented: "Aerodrome"', "Enroute" or "Navigation Warning".

The NOTAM Selection Criteria provide some guidance for selecting the scope but do not provide guidance if combinations, such as AE, are intended as either/or, or as both.

The possible entries are:

- **A**: **A**erodrome**:** associates the NOTAM to the scope of "Aerodrome". Item A) must contain a four-letter aerodrome location indicator (for example, CYUL) or CXXX[6].
- **E**: **E**nroute: associates the NOTAM to the scope of "Enroute information". Item A) must contain at least one FIR location indicator.
- **W**: **W**arning: associates the NOTAM to the scope of "Navigation Warnings" such as events requiring restriction of airspace. Item A) must contain at least one FIR location indicator.
- If a navigation warning is taking place at an aerodrome or directly affecting operations at an aerodrome (for example, airshow or recreational activity) an additional NOTAM can be issued with scope "A" only. (Refer to sections 4.4.5, *Qualifier "Q-Code"* and 4.4.14, *Item A) – Multiple Locations*.)

[6] Refer to section 4.4.13, *Item A) – Single Location (FIR or AD).*

- **AE**: **A**erodrome and **E**nroute**:** associates the NOTAM to both scopes A and E.

  Scope AE is used whenever a NOTAM (related to certain Navigation Aids, Control Zones or obstacles) affects both aerodrome and Enroute operations.

  Item A) must contain the location indicator of an aerodrome, for example CYOW.

  Example:
  ```
  Q) CZUL/QNMAS/IV/BO/AE/000/999/4527N07554W025
  A) CYOW B) YYMMDDHHMM C) YYMMDDHHMM
  E) OTTAWA VOR/DME YOW 114.6MHZ/CH32X U/S
  ```

- **K**: **C**hecklist

If the default scope is AE, using A or E instead is allowed. If the subject is clearly related only to departing and/or arriving traffic, the selected scope shall be A (aerodrome). If the subject relates only to overflying traffic or impacts more than one aerodrome, the selected scope shall be E.

For cases covered by the NSC tables and when the second and third letters of the Q-Code are XX, the scope is assigned by the NOF in accordance with the NOTAM text.

If the fourth and fifth letters of the Q-Code are XX, the scope must be derived from the NOTAM subject (second and third letters) in accordance with the NSC.

4.4.9 Qualifiers “LOWER and UPPER Limits”

These Qualifiers associate a NOTAM to a vertical section of airspace by reference to specific lower/upper altitude limits. This allows lower/upper limits to be specified in requests for pre-flight information. The Qualifiers “Lower” and “Upper Limits” represent altitudes or heights expressed as “flight levels” and are inserted as three figures (or numbers) each, separated by a stroke. For example: 000/090.

Qualifiers Lower and Upper Limits are always included, regardless of the NOTAM’s subject. Whenever the scope is AE, E or W, Qualifiers Lower and Upper Limits describe the affected airspace. If the scope is A, the default values 000/999 are applied.

The Qualifier Lower Limit shall be less than or equal to the Qualifier Upper Limit.

If the lower altitude limit is at the surface the value for the Qualifier Lower Limit is 000. If the upper altitude limit exceeds 99 900 feet, the value for the Qualifier Upper Limit is 999.

For Designated Airspace (a Class of airspace, ATS Routes, TCA, Control Zone, Danger Area, etc.), the Qualifier Lower/Upper Limit values shall correspond to the published vertical limits of the designated airspace concerned.

When the subject is a service within a volume of airspace, insert the vertical limits of the airspace where the service is provided. If the vertical limits of an Airspace organization are only partly affected, Qualifiers Lower and Upper Limits shall be limited to the affected part only.

Examples:
```
(N1005/19 NOTAMN
Q) CZUL/QACCH/IV/NBO/AE/000/050/4908N06812W006
A) CYBC B) YYMMDDHHMM C) YYMMDDHHMM
E) DESIGNATED AIRSPACE HANDBOOK (DAH) IS AMENDED AS FLW:
   BAIE-COMEAU, QC CLASS E CTL ZONE IS ESTABLISHED AS FLW:
   THE AIRSPACE WITHIN RADIUS 5NM CENTRE 490756N 0681226W
   (BAIE-COMEAU AD (CYBC)) SFC TO 5000FT AMSL.
```

```
(N1006/19 NOTAMN
Q) CZUL/QCTAS/IV/NBO/E/000/125/4641N07123W081
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) QUEBEC TAR U/S. FLT WITHIN RADIUS 80NM CENTRE 464107N 0712309W
   SFC TO 12500FT AMSL MAY BE DENIED ROUTING AND/OR ALT REQUESTS.
   TFC INFO NOT AVBL.
```

If published vertical limits change, the Qualifier Lower and Upper Limits shall always encompass, respectively, the lowest and highest **permanent or temporary** published limits.

For example, the original/published vertical limits of Baie-Comeau control zone and Gander terminal control area are respectively SFC to 3000 FT AMSL and, from above 2500 FT AMSL to 12500 FT AMSL:

Examples:

```
(N1006/19 NOTAMN
Q) CZUL/QACCH/IV/NBO/AE/000/030/4908N06812W006
A) CYBC B) YYMMDDHHMM C) YYMMDDHHMM
E) DESIGNATED AIRSPACE HANDBOOK (DAH) IS AMENDED AS FLW:
   BAIE-COMEAU, QC CLASS E CTL ZONE IS ESTABLISHED AS FLW:
   THE AIRSPACE WITHIN RADIUS 5NM CENTRE 490756N 0681226W
   (BAIE-COMEAU AD(CYBC)) SFC TO 2500FT AMSL.

(H1008/19 NOTAMN
Q) CZQX/QATCH/IV/NBO/AE/025/180/4856N05434W026
A) CYQX B) YYMMDDHHMM C) PERM
E) DESIGNATED AIRSPACE HANDBOOK (DAH) IS AMENDED AS FLW:
   GANDER, NL TERMINAL CONTROL AREA (TCA) CLASS E AIRSPACE ABOVE
   3000FT AMSL TO BELOW 18000FT AMSL WITHIN AREA BOUNDED BY A CIRCLE
   RADIUS 25NM CENTRE 485613N 0543406W (GANDER AD (CYQX)).
```

Whenever NOTAM information relates to obstacles, the Qualifiers Lower and Upper Limits will be based on the vertical values of the obstacle and on local elevation. The default value `999` shall not be used for the Qualifier Upper Limit.

If multiple obstacles are referenced in a single NOTAM (for example wind turbines), the Qualifier Upper Limit shall reflect the highest obstacle.

Whenever the aerodrome-related information also affects the overlying or surrounding airspace, the Qualifiers Lower and Upper Limits need to be specified.

For Navigation Warnings (Q-codes starting with `QW` and `QR`), the values specified in the Qualifiers Lower and Upper Limits shall be consistent with the values specified in Items F) and G); see section 4.4.22, *Items F) and G) – Lower and Upper Limit.* The Qualifier Lower Limit shall be rounded down to the nearest 100 feet and the Qualifier Upper Limit shall be rounded up to the nearest 100 feet. For example:

If Item F) is….	The Lower Limit is…
1400FT AMSL	014
1380FT AMSL	013
1320FT AMSL	013

If Item G) is….	The Upper Limit is…
1900FT AMSL	019
2050FT AMSL	021
2100FT AMSL	021

When the values for F) and/or G) are expressed in feet AGL, the values for the qualifiers must first be converted to an altitude value in feet AMSL before they are again converted to a flight level.

If the terrain elevation is known precisely, add the terrain elevation to the height to obtain the altitude value. For example:

If Item F) is….	Terrain value	Conversion to Altitude	The Lower Limit shall be…
2000FT AGL	574FT AMSL	2574FT AMSL	025

If Item G) is….	Terrain value	Conversion to Altitude	The Upper Limit shall be…
1900FT AGL	1250FT AMSL	3150FT AMSL	032

The addition of “buffers” to these qualifiers for the scenarios above, either manually or within system software, is strongly discouraged.

When the values for F) and G) are expressed in feet AGL (FT AGL) and no corresponding flight levels can be determined because the terrain elevation of the affected area is unknown, the following options can be used to identify the highest terrain elevation: the MEF of the applicable quadrangle(s) on VFR Navigation chart(s), of the FIR, or of the country (19600FT).

Example: F) 2000FT AGL G) 7500FT AGL

Highest terrain elevation = 9000FT

= LOWER/UPPER: 000/165.

4.4.10 Qualifier “GEOGRAPHICAL REFERENCE” – General

This qualifier allows the geographical association of a NOTAM to a facility, a service or an area and is composed of a set of coordinates and a radius of influence.

The coordinates, rounded up (from 30 seconds) or down to the nearest minute, comprise 11 characters: ddmmNdddmmW.

The radius of influence comprises three figures always rounded up to the next whole nautical mile and encompassing the total area of influence measured from the rounded coordinate; for example, 10.2NM becomes 011.

Example: Q) CZUL/QWELW/IV/BO/W/000/125/4713N07326W011

4.4.11 Qualifier “GEOGRAPHICAL REFERENCE” – Coordinates

When the NOTAM scope is A, insert the coordinates of the Aerodrome Reference Point (ARP).

When the NOTAM scope is AE, E or W and if the facility can be defined by a single set of coordinates, enter these coordinates.

Otherwise:

When the NOTAM scope is E or W and the subject refers to an area, the coordinates represent the approximate centre of a circle with a radius that encompasses the whole area of influence.

If a NOTAM refers to entire FIRs located in different NOTAM Regions, issue a NOTAM for each NOTAM Region and insert the coordinates of the centre of the FIR. If a NOTAM covers a NOTAM Region, enter the coordinates at the centre of the NOTAM Region. For example:

```
(F0120/19 NOTAMN
Q) CZXX/QXXXX/IV/NBO/E/000/999/6650N11045W999
A) CZVR CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CIVIL AVIATION SERVICES AFFECTED BY AN EMERGENCY SITUATION.
   CERTAIN DISTURBANCES MAY AFFECT ATS, AIS AND COM SVC: MINIMUM SVC
   WILL BE ASSURED…

(G0120/19 NOTAMN
Q) CZXX/QXXXX/IV/NBO/E/000/999/5245N09040W999
A) CZWG CZYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CIVIL AVIATION SERVICES AFFECTED BY AN EMERGENCY SITUATION.
   CERTAIN DISTURBANCES MAY AFFECT ATS, AIS AND COM SVC: MINIMUM SVC
   WILL BE ASSURED…

(H0120/19 NOTAMN
Q) CZXX/QXXXX/IV/NBO/E/000/999/5243N05321W999
A) CZUL CZQM CZQX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CIVIL AVIATION SERVICES AFFECTED BY AN EMERGENCY SITUATION.
   CERTAIN DISTURBANCES MAY AFFECT ATS, AIS AND COM SVC: MINIMUM SVC
   WILL BE ASSURED…
   FR:
   SERVICES DE L'AVIATION CIVILE AFFECTES PAR UNE SITUATION
   D'URGENCE. CERTAINES PERTURBATIONS PEUVENT AFFECTER ATS, AIS ET
   SVC DE COM : SVC MINIMUM SERONT ASSURES…
```

For NOTAM Regions, FIRs and groups of FIR, the default values have been pre-determined to standardize entries.

Table 2 - NOTAM Regions, Adjacent FIRs and FIRs Centre Coordinates

Area	Location Indicators	Item Q Centre Coordinates Default values
NOTAM Western Region	CZVR + CZEG	6650N 11045W
NOTAM Central Region	CZWG + CZYZ	5245N 09040W
NOTAM Eastern Region	CZUL+ CZQM + CZQX	5243N 05321W
Vancouver FIR	CZVR	5205N 12506W
Edmonton FIR	CZEG	6930N 10811W
Winnipeg FIR	CZWG	5518N 09358W
Toronto FIR	CZYZ	4729N 08055W
Montreal FIR	CZUL	5440N 06941W
Moncton FIR	CZQM	4517N 06228W
Gander FIR	CZQX	5454N 04327W
Adjacent FIRs	CZUL + CZQM	5340N 06609W
Adjacent FIRs	CZQX + CZUL	5500N 05500W
Adjacent FIRs	CZQM + CZQX	5102N 04956W

4.4.12 Qualifier "GEOGRAPHICAL REFERENCE" – Radius

The radius is established to encompass the area of influence without buffer.

If a five-nautical-mile buffer is established for an Advisory, Restricted or Danger area, and the upper vertical limit is FL290 or above, the buffer is included in the Item Q area of influence.

Default radii (Table 3) represent the minimum value to be used when there is no description for a volume of airspace. **Full coverage is to be inserted where the values are known to be higher than the default values.**

Table 3: Default Radius Indicators for NOTAM Creation

Q-Code	Plain Language	Radius (NM)
Q---- QL--- QM--- QF--- QI---	All NOTAM with Scope A only	005
QN---	All Navigation Aids	025
QOB-- QOL--	NOTAM with Scope E (more than 5 NM from any aerodrome) for a single structure or multiple structures with an area of influence of 2 NM or less.	002
	NOTAM with Scope E (more than 5 NM from any aerodrome) for mobile or multiple structures with an area of influence exceeding 2 NM, the actual radius of the whole structure must be used.	Radius of area
	NOTAM with Scope AE (within 5 NM of any aerodrome) for a single structure or multiple structures with an area of influence of 5 NM or less.	005
	NOTAM with Scope AE (within 5 NM of any aerodrome) for mobile or multiple structures with an area of influence exceeding 5 NM, the actual radius of the whole structure must be used.	Radius of area
QPH--	Holding Procedure	025
QPX--	Minimum Holding Altitude	025
QAP--	Reporting Point	001
QAX--	Significant Point	001
QWC--	Captive Balloon	002
QAR--	NAT Tracks	999
QCA--	Cambridge Bay, Iqaluit and Hopedale INTL AIR FREQ	100
QCA--	St. Anthony, Gander and St. John's INTL AIR FREQ	75
QCA--	Gander INTL AIR FREQ HF	200
QCA--	Remote Communication Outlet Flight Information Service Enroute (RCO FISE)	70

Q-Code	Plain Language	Radius (NM)
QCA--	Remote Communication Outlet Remote Aerodrome Advisory Service (RCO RAAS)	Radius of Area
QCA--	Peripheral Station (PAL)	200
QCA--	Tower / Ground Frequency Services	Radius of Area
QCA--	Terminal / Arrival / Departure Frequency Services	70
QCA--	Emergency Frequency Services (121.5MHZ / 243.0MHZ)	70
Q---	Entire FIR or NOTAM Region	999

For NOTAM with Scope E, W and AE the radius shall be as accurate as possible but applied to encompass the total area of influence of the NOTAM. Use of a radius larger than necessary results in non-pertinent NOTAM being included in a briefing as illustrated below. (The NOTAM would be provided for the flight plan of the aircraft if the larger radius is entered in the Item Q.)

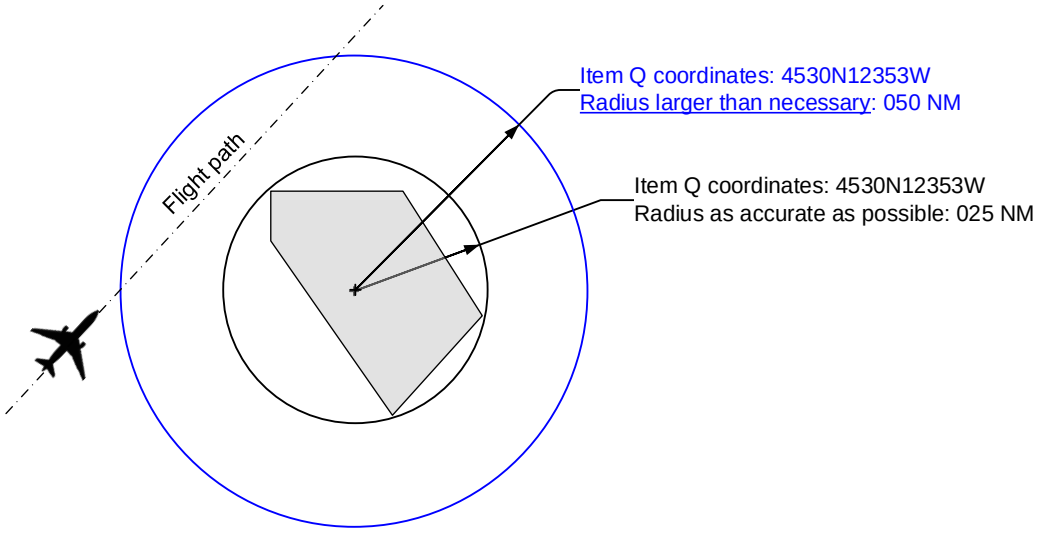


Figure 1: Larger Than Necessary Radius

When rounding up or down the coordinates for inclusion in Item Q, the centre of the radius is moved in such a way that the NOTAM briefing may not cover the area of influence of the NOTAM. In this case, the Item Q radius must be increased by 1 (except for Q-codes listed in Table 3, *Default Radius Indicators for NOTAM Creation* for which default radii compensate for rounding up or down of coordinates).[7]

In the following example, the NOTAM area is represented by the smaller and darker shape. The true coordinates are rounded down resulting in the centre point displacement (smaller dotted circle). If the

[7] When using an adjusted radius in the qualifier to allow for inclusion in NOTAM briefings, the radius provided as information in Item E) may differ slightly.

radius of Item Q remained 001 (1 NM), the NOTAM briefing would not contain the NOTAM. Therefore, the radius is adjusted to 002 (2 NM).

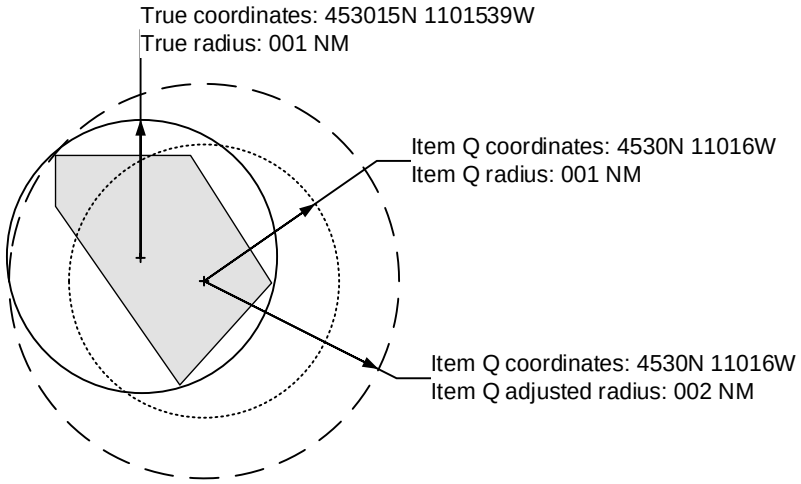


Figure 2: Adjustment of Item Q Coordinates and Radius

4.4.13 Item A) – Single Location (FIR or AD)

Item A) must contain at least one aerodrome location indicator or at least one FIR location indicator.

If Item A) contains a single FIR, the FIR must be identical to the FIR qualifier in Item Q).

When Item A) contains an aerodrome location indicator that has four (4) letters, that aerodrome must be situated within the FIR identified in Item Q).

When an aerodrome has a location indicator with three (3) letters and one (1) number, Item A) must be CXXX, and the alpha-numeric location indicator and full name of the aerodrome is entered as the first line in Item E). The aerodrome must be situated within the FIR identified in Item Q).

Examples:
```
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMM
E) CCD3 WOODSTOCK
   <text to be continued on the next line>
```

The NES NOTAM Scenario Definition (NSD) for the NOTAM subjects of obstacle (QOB) obstacle lights outage (QOL) determines Item A) to be the location indicator of an aerodrome when the obstacle (or group of obstacles) is within 5 NM radius of any aerodrome(s). When more than one aerodrome is concerned, Item A) shall show the aerodrome location indicator of the aerodrome with the highest dissemination category. If there is more than one aerodrome in the main category, the closest aerodrome to the obstacle is selected. The order of aerodrome dissemination categories is as follows:

- International
- International – U.S.A.
- National

Nevertheless, Item A) should always be the aerodrome that is the most impacted by the obstacle. When Item A) is required to be different from what is selected using the obstacle or obstacle light NSD, the NOTAM must be created using the catchall NSD.

When the subject of a NOTAM is obstacle (QOB) and obstacle lights (QOL) and, if the obstacle (or group of obstacles) is located more than 5 NM from any aerodrome, Item A) contains an FIR location indicator.

The relative location in the NOTAM text is provided as a distance and cardinal direction from the closest aerodrome.

4.4.14 Item A) – Multiple Locations

Item A) of the NOTAM should only include those FIRs within a given NOTAM region. For example, if a NOTAM is to be issued for all of Canada, there should be 3 NOTAMs which would contain a total of 7 FIRs (see Appendix A).

If Item A) contains more than one (1) FIR:

- all FIR location indicators are separated by a space.
- Item Q) contains `CZXX`.

Example: `Q) CZXX…`
`A) CZUL CZQM CZQX`

.

The NOF, in collaboration with stakeholders, analyzes the need for multiple NOTAM; for example, when the area of influence of a NOTAM borders a different NOTAM Region.

4.4.15 Item B) – Start of Activity

Item B) contains a ten-digit date-time group giving the year, month, day, hour and minutes (`YYMMDDHHMM`) at which the NOTAM comes in force[8].

Example: `B) 1907011200` (1st of July 2019, 12:00 UTC)

Insertion of `WIE` (with immediate effect) or `WEF` (with effect from) is not permitted.

The start of a UTC day shall be indicated by `0000`.

Item B) shall be equal to the actual date/time of creation of the NOTAM or be in the future. Specific procedures apply in case of NOTAMR and NOTAMC. Refer to section 4.5, *Creation of NOTAMR and NOTAMC.*

Refer to section 4.4.20, *A Change to Previously Published Operating or Activity Hours* for NOTAM advising changes to previously published operating or activity hours.

4.4.16 Item C) – End of Activity and of Validity

If the end time of a NOTAM is known with certainty, Item C) contains a ten-digit date-time group giving the year, month, day, hour and minute (`YYMMDDHHMM`). When Item C) is expressed thus, the NOTAM will be automatically removed from the database (and therefore not available to users) at the expiry time without human intervention.

The date and time in Item C) is always later than Item B).

The end of a UTC day shall be indicated by `2359` (do not use `2400`).

If the end time of a NOTAM is not known with certainty, the date-time group shall be followed without a space by `EST` (estimate). A NOTAM with `EST` remains available until it is replaced or cancelled but its validity cannot be guaranteed. In case of outages, the selected `EST` time should be realistic but conservative enough to avoid multiple revisions. A NOTAM with an estimated end time must be replaced

[8] Refer to Figure 3.

(NOTAMR) or cancelled (NOTAMC) **before** the EST time is reached. The EST date-time shall always be a date and time at which the information can be verified or updated by the originator, that is, normal working hours for the NOTAM originator.

Example: C) YYMMDDHHMMEST

EST is not used in Item C) if there is a schedule (Item D) except when the schedule uses the "DAILY" syntax or when there is a daily occurrence using syntaxes with sunrise and/or sunset (refer to section 4.4.17.2 – *Schedule Syntax*).

Insertion of terms such as UFN or APRX DURATION is not permitted.

If a NOTAM promulgates a permanent change, PERM is entered instead of a date-time group.

Example: C) PERM

Specific procedures apply in case of NOTAMC. Refer to section 4.5, *Creation of NOTAMR and NOTAMC* and refer to section 4.4.20, *A Change to Previously Published Operating or Activity Hours* for NOTAM advising changes to previously published operating or activity hours.

4.4.17 NOTAM Valid, In Force and Active

A NOTAM becomes valid the moment it is published and becomes in force at the date and time indicated in Item B). Conversely, the NOTAM ceases to be valid and in force at the date and time indicated in Item C).

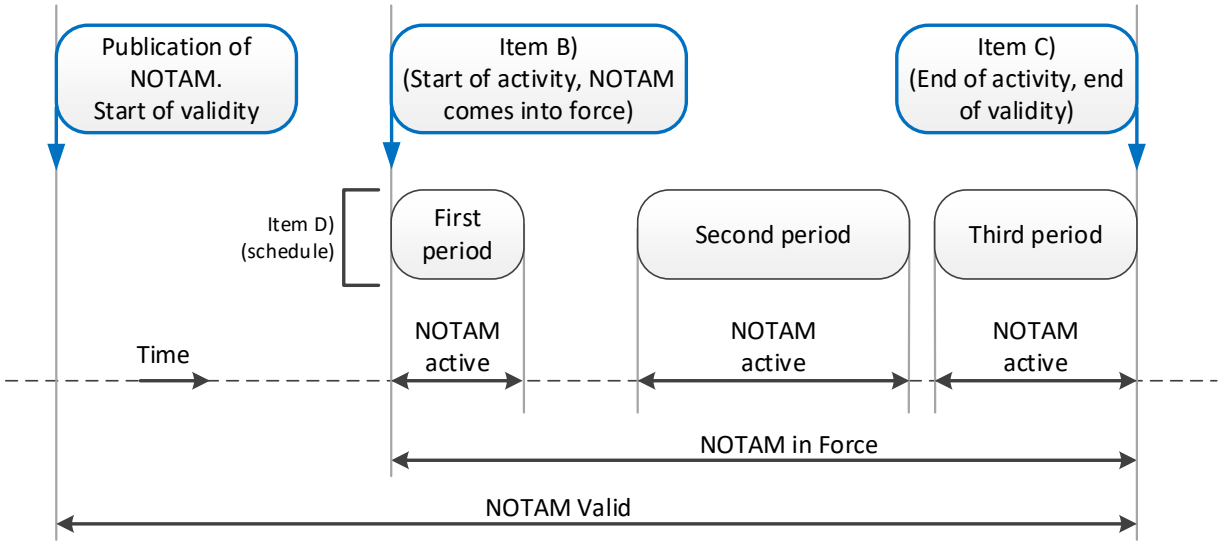


Figure 3 - NOTAM Schedule in Relation to the NOTAM Validity

4.4.17.1 Item D) – NOTAM Time Schedule

If the NOTAM is active only at certain times during the overall "in force" duration, a schedule is inserted in Item D). The start of the first time period should correspond to the date-time group in Item B) and the end of the last period should correspond to the date-time group in Item C) unless days of the week are used and the NOTAM is in force for more than a week. Refer to section 4.4.19, *Item D) – Day/Time Examples*, Examples 13 and 14.

To accommodate schedules such as "every Friday 1400 to 2200", (D)FRI 1400-2200), the maximum gap between activity periods must not exceed 7 days. If there is a gap between consecutive activity periods of 8 days or more, a separate NOTAM must be issued.

The periods in Item D) are always in chronological order based on the dates.

All days (MON, TUE, WED, etc.), dates (OCT 12, DEC 13, etc.) and times (1300, 2230, etc.) are in Universal Coordinated Time (UTC). H24 begins at 0000Z and ends at 2359Z.

“DT” (Daylight saving times) shall not be used in Item D).

Punctuation

A hyphen (-) means “TO” or “FROM-TO”.

A comma shall be used for separation of the schedule elements for:

- groups of dates or days to which the same time periods apply.
- groups of time periods that all apply to the preceding and qualifying dates or days.

Commas shall not be used for the enumeration of days or dates (DEC 08 10 11 13).

An oblique (/) shall not be used in NOTAM schedules.

4.4.17.2 Schedule Syntax

Different syntax can be used to express the schedule:

1. When the activity is a succession of identical periods of less than 24 hours on consecutive days, the following syntax is used: DAILY [START TIME]-[END TIME]

   Example 1:
   ```
   B) YY12241700 C) YY12262230
   D) DAILY 1700-2230
   ```

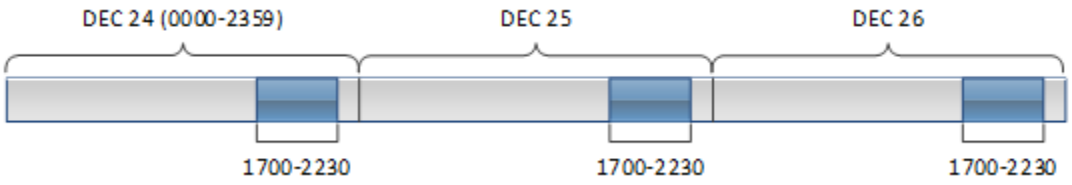


Figure 4: Daily Periods

   Example 2:
   ```
   B) YY05142200 C) YY05170900
   D) DAILY 2200-0900
   ```

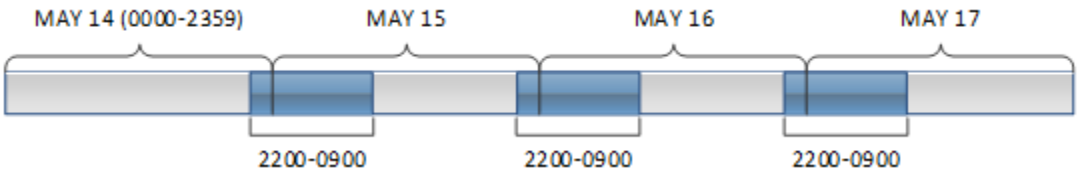


Figure 5: Daily Periods Spanning Midnight

2. When the activity covers more than 24 hours, the following syntax is used: [MONTH] [START DATE] [START TIME]-[END DATE] [END TIME]

   Example:
   ```
   AUG 14 1200-16 1730, AUG 17 0100-19 1300
   ```

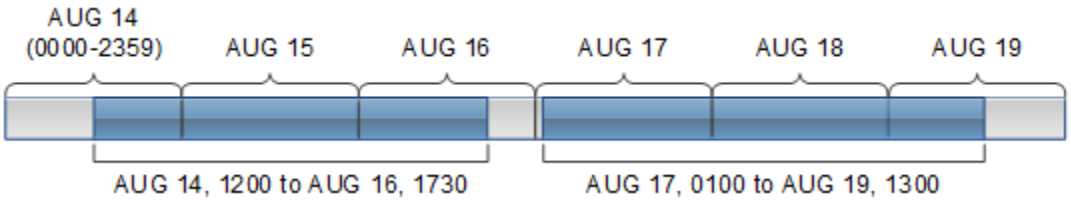


Figure 6: Periods of More Than 24 Hours

3. When the activity covers non- identical periods of less than 24 hours on particular days, the following syntax is used:
   [MONTH] [DATE] [START TIME]-[END TIME] [START TIME]-[END TIME]

   Example: `AUG 14 1200-1730, AUG 16 0700-1200 1630-2200, AUG 18 1200-1730`

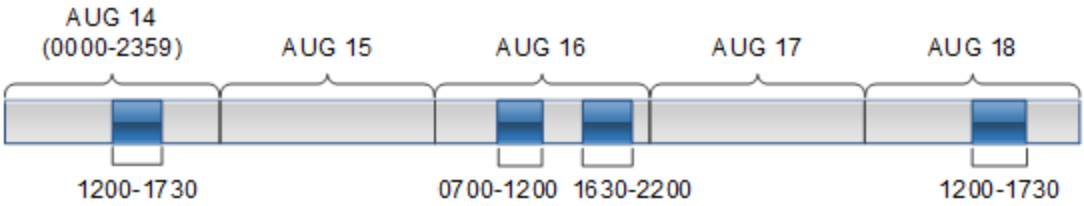


Figure 7: Non-identical Periods of Less Than 24 Hours

4. When the activity is taking place in groups of identical periods of less than 24 hours on consecutive days, the following syntax is used:
   [MONTH] [START DATE]-[END DATE] [START TIME]-[END TIME]

   Example: `AUG 15-18 1000-1900, AUG 19-21 0800-1400`

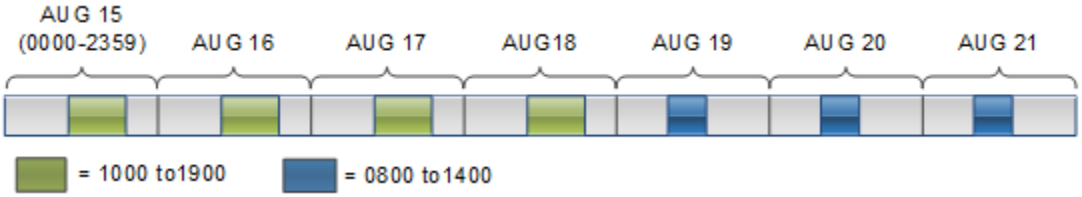


Figure 8: Groups of Identical Periods of Less Than 24 Hours

5. When the activity is a succession of non-identical periods of less than 24 hours that span midnight Zulu on consecutive days, the syntax below is used. In periods spanning midnight, the dates listed in the schedule refer to the beginning of each time “block”.
   [MONTH] [DATE] [START TIME]-[END TIME] or [MONTH] [START DATE]-[END DATE] [START TIME]-[END TIME]

   Example: `B) YY08112030 C) YY08170430`
   `D) AUG 11 2030-0300, AUG 12 2000-0200, AUG 13-16 2100-0430`

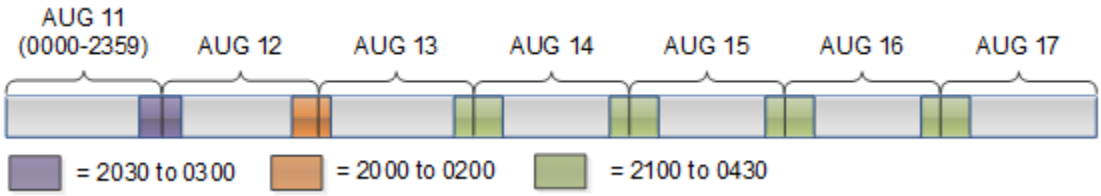


Figure 9: Sets of Periods Spanning Midnight

6. When the activity is a succession of identical periods of less than 24 hours on non-consecutive days, the following syntaxes are used:
[MONTH] [DATE] [DATE] [DATE] [START TIME]-[END TIME]

   Example: `DEC 08 10 11 13 1200-2200`

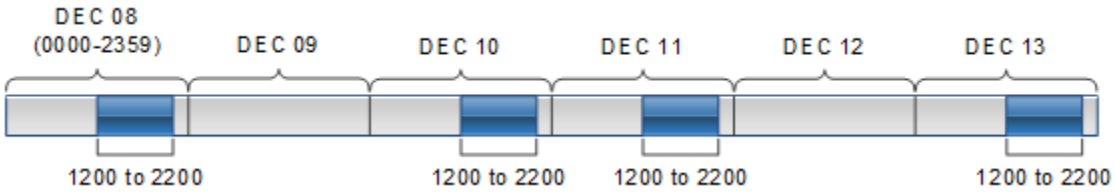


Figure 10: Identical Periods, Non-consecutive Days (1)

[MONTH] [START DATE]-[END DATE] [START TIME]-[END TIME] AND [MONTH] [START DATE]-[END DATE] [START TIME]-[END TIME]

Example: `FEB 20-24 1200-1900, FEB 26-28 1300-1900, MAR 02-05 1000-1300`

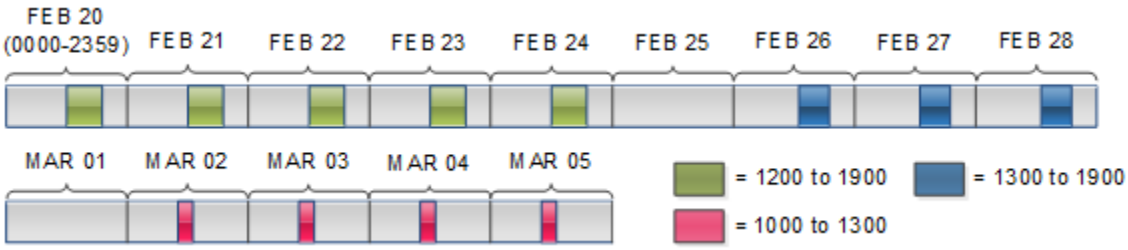


Figure 11: Identical Periods, Non-consecutive Days (2)

7. When an activity covers a time change from Standard Time to Daylight Saving Time or vice versa (that is, the validity period begins before a time change and ends after the time change), if the time periods remain unchanged relative to local time, the following syntax shall be used to distinguish the different UTC periods:

   Example 1: Activity covers two different months with time change occurring March 12th:
   [MONTH] [START DATE] - [MONTH] [END DATE] [START TIME]-[END TIME],
   [MONTH] [START DATE]-[END DATE] [START TIME]-[END TIME]

   ```
   B) YY02261200 C) YY03191400
   D) FEB 26 – MAR 11 1200-1500, MAR 12-19 1100-1400
   ```

   Example 2: Activity all in same month with time change occurring March 12th:
   [MONTH] [START DATE]-[END DATE] [START TIME]-[END TIME], [MONTH] [START DATE]-[END DATE] [START TIME]-[END TIME]

   ```
   B) YY03031200 C) YY03191400
   D) MAR 03-11 1200-1500, MAR 12-19 1100-1400
   ```

   Note: When the schedule is a permanent change to publications and the activity involves both Standard Time and Daylight Saving Time, the following syntax is used in Item E) rather than in Item D):
   [START TIME]-[END TIME] (DAYLIGHT SAVING TIME [START TIME]-[END TIME])

   Example 1: `E) … DAILY 1200-1500 (DAYLIGHT SAVING TIME 1100-1400)`

Example 2: `E) … MON-FRI 0500-2200 (DAYLIGHT SAVING TIME 0400-2100),`
`SAT-SUN 0700-2100 (DAYLIGHT SAVING TIME 0600-2000)`

4.4.18 Use of EXC (Exception) in Time Schedule

The abbreviation `EXC` is used to designate a full day or a series of full days when the NOTAM is NOT active.

Full day exceptions are not allowed for timeframes spanning midnight. Using “recurrent” exceptions such as “except every Monday” or “except Saturdays and Sundays” shall be avoided.

Example: `D) MON-FRI 0600-1700 EXC DEC 05`

4.4.19 Item D) – Day/Time Examples

Continuous Time

Example 1: `B) YY12252230 C) YY12261700`

Identical Periods of less than 24 Hours on Consecutive Days

Example 2:
```
B) YY12241700 C) YY12252230
D) DAILY 1700-2230
```

Example 3:
```
B) YY01151400 C) YY01312000EST
D) DAILY 1400-2000
```

Example 4:
```
B) YY02082000 C) YY03052200
D) FEB 08-28 2000-2200, MAR 01-05 1800-2200
```

Example 5:
```
B) YY02030800 C) YY02272300
D) DAILY 0800-1015 1100-1430 1945-2300
```

Example 6:
```
B) YY02031100 C) YY02271430
D) FEB 03 1100-1430, FEB 04-26 0800-1015 1100-1430 1945-2300,
FEB 27 0800-1015 1100-1430
```

Time Period on Consecutive Days with a Different Period on the First and/or Last Day

Example 7:
```
B) YY12231700 C) YY12262000
D) DEC 23-25 1700-2230, DEC 26 1400-2000
```

Example 8:
```
B) YY12241500 C) YY12311600
D) DEC 24 1500-2200, DEC 26-29 0700-2230, DEC 31 1300-1600
```

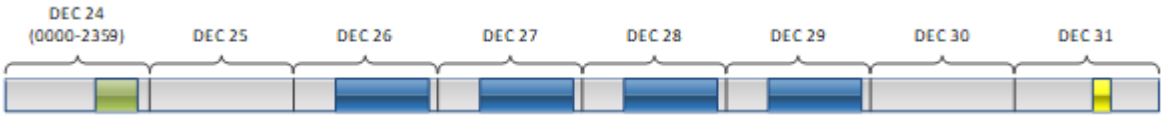


Figure 12: Time Period on Consecutive Days with a Different Period on the First and/or Last Day

Activity on Non-consecutive Days

Example 9:
```
B) YY12081200 C) YY12122200
D) DEC 08 10 12 1200-2200
```

Example 10:
```
B) YY02081000 C) YY03051700
D) FEB 08 10 12 1000-1600 1800-2000, FEB 13-28 1200-1900,
   MAR 01-05 1000-1300 1500-1700
```

Example 11:
```
B) YY10121200 C) YY10162300
D) OCT 12 1200-1500, OCT 14 1130-1400 1730-1900, OCT 16 1630-2300
```

Activity on Consecutive Days in 24 Hour Periods

Example 12:
```
B) YY12080000 C) YY12202359
D) DEC 08-12 14-20 H24
```

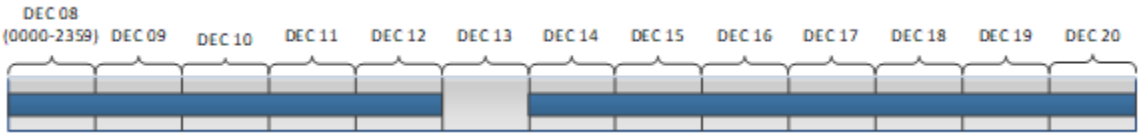


Figure 13: H24 Periods

Combination of Day Periods and Time Periods

Unless identical periods or sets of periods are associated to same days (as per examples 11 and 12) and especially when periods span midnight, it is preferable to use dates instead of days to avoid any confusion.

Example 13:
```
B) YY02111000 C) YY02231400
D) WED-SAT 1000-1400, SUN-TUE 1500-1800
```

Combination of "H24" Periods with Time Periods on Other Days

The start and end time can correspond to any of the days and time stated in the schedule if the overall in force period is more than 7 days.

Example 14:
```
B) YY03040000 C) YY03241700
D) MON WED FRI H24, SAT SUN 0600-1700
```

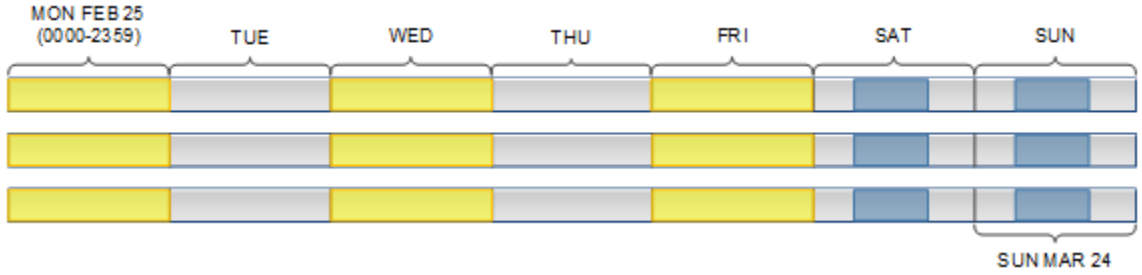


Figure 14: Combination of "H24" Periods with Time Periods on Other Days

Example 15:
```
B) YY03020600 C) YY03222359
D) MON WED FRI H24SAT SUN 0600-1700
```

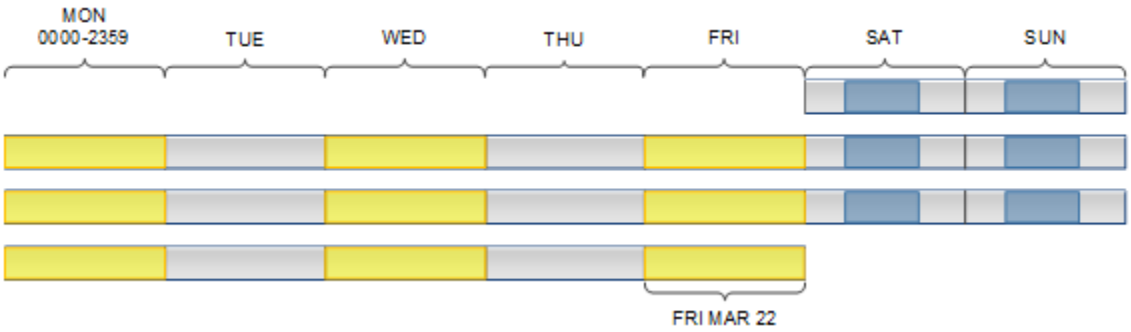


Figure 15: Combination of "H24" Periods with Time Periods on Other Days

Activity Relative to Day, Night, Morning or Evening Twilight Period

For civil twilight, the number of minutes before sunrise and after sunset varies according to the latitude, longitude and time of year. In the example, `SR MINUS25` means "sunrise minus 25 minutes" and `SS PLUS25` means "sunset plus 25 minutes". The NOTAM start and end date-time groups must correspond to these calculations.

Example 16:
```
B) YY01062136 C) YY01081242
D) SS-SR
```

Example 17:
```
B) YY01062136 C) YY01081242EST
D) SR-SS
```

Example 18:
```
B) YY01062201 C) YY01081217
D) SS PLUS25-SR MINUS25
```

Example 19:
```
B) YY01061217 C) YY01082201
D) SR MINUS25-SS PLUS25
```

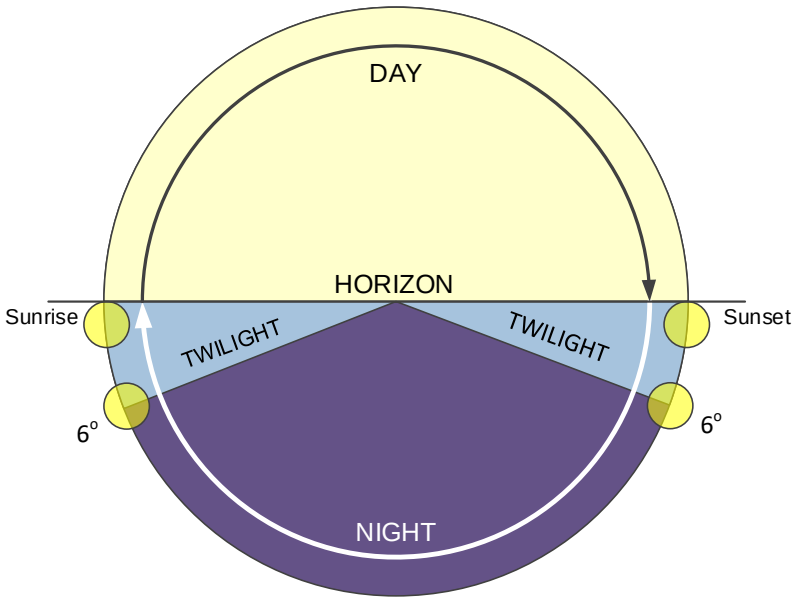


Figure 16: Morning and Evening Twilight

4.4.20 A Change to Previously Published Operating or Activity Hours

When a NOTAM is issued to notify a change to previously published operating or activity hours, the time range indicated by Items B) and C) shall, if necessary, combine the new and previous periods to encompass the widest time period. The new schedule shall be presented in Item E) and not in Item D).

Example 1: Operating hours of CARS are changed from **1000-2000** to 1200-1900:

```
B) YYMMDD1000 C) YYMMDD2000
E) COMMUNITY AD RDO STATION (CARS) HR OF OPS: 1200-1900
```

Example 2: Operating hours of tower are changed from **1000**-1800 to 1200-**1900**:

```
B) YYMMDD1000 C) YYMMDD1900
E) TWR HR OF OPS: 1200-1900
```

Example 3: Operating hours of FSS are changed from 1000-1800 to **0800-1900**:

```
B) YYMMDD0800 C) YYMMDD1900
E) FSS HR OF OPS: 0800-1900
```

4.4.21 Item E) – NOTAM Text General Rules and Formats

Item E) contains the subject and condition of the NOTAM, complemented where necessary by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, numbers and plain language. Item E) shall not contain Q-Codes.

The use of the term `RESTRICTED TO` can lead to confusion and be interpreted as “allowed”, “not allowed”, “available to” or “not available to”. Therefore, its use shall be avoided in NOTAM. The text shall clearly specify the restriction or limitation being implemented.

Examples:
```
… AVBL TO ACFT WITH WINGSPAN LESS THAN 100FT …
… NOT AVBL TO ACFT HEAVIER THAN 15000 POUNDS …
```

Include in the NOTAM the impact on aeronautical operations and quantify anticipated delays, when applicable. The minimum delay (or prior notice (PN) or prior permission requirement (PPR)) to be identified in a NOTAM is 5 minutes. If a lesser value is provided, the originator must be informed that a value of 5 minutes will be used.

Do not make cross-reference to another NOTAM unless prior coordination with the NOF has occurred.

4.4.21.1 Characters

Only capitalized characters are allowed. Letters A to Z (without accents) and digits 0 to 9 as well as the following symbols are allowed:

- - Hyphen
- ? Question Mark
- : Colon
- (Open Bracket
-) Closed Bracket
- . Full stop, period or decimal point
- , Comma
- ' Apostrophe
- = Equals
- / Oblique
- + Plus

Character combinations that are not allowed are:

- ZCZC
- NNNN

- The character "@" is replaced with "(A)" in accordance with ICAO guidance.
- The asterisk symbol "*", is replaced with "(ASTERISK)".
- The character "_ " is replaced with "(UNDERSCORE)".
- The character "&" is replaced with "AND".
- When the symbol " ° " is used to represent degrees for a direction, radial, or bearing, it is replaced with "DEG" as this is the unit of measure. The term "DEG" is not used when describing coordinates (refer to section 4.4.21.5 *Coordinates, Lines and Polygons*).

Frequencies and Channels

Frequencies and channels in Item E) must be consistent with information published in aeronautical information products. There is no space between the frequency and the unit of measurement (MHZ, KHZ) or the channel (Y, X)

Format examples:

- 243.0MHZ
- 121.5MHZ
- 114.25MHZ
- 132.850MHZ
- 5598KHZ
- 13306KHZ
- 38X
- 44Y

Dates and Schedules

Refer to sections 4.4.20, *A Change to Previously Published Operating or Activity Hours* and 5.1, *Permanent Aeronautical Information Change*.

Dates in Item E) shall be presented in day-month-year sequence (DD MMM YYYY) where:

DD two digits representing the day of the month: 01, 02….30, 31

MMM three-letter representing the month (use the abbreviation from ICAO Doc 8400): JAN, FEB, MAR, APR, JUN, JUL, AUG, SEP, OCT, NOV, DEC.

YYYY four digits representing the year: 2019, 2020, 2021, etc.

Example: `E) [TEXT] 06 OCT 2020.`

Schedules in Item E) are presented in accordance with Item D) specifications.

Fractions

When inserting whole numbers and fractions, always insert a space between the whole number and the fraction and never separate them on two (2) different lines. For example, write `1 1/4` instead of `11/4.`

4.4.21.2 Decoded Q-Code

To the extent feasible, use the uniform abbreviated phraseology corresponding to the Q-code signification.

Examples:
```
E) ILS RWY 14 U/S
E) LANGRUTH VOR/DME VLR 112.2MHZ/CH59X U/S
E) RWY 10/28 CLSD
E) RWY 07L/25R CLSD
E) TWY A, B AND T CLSD
E) ALS 10 U/S
E) REDL 10/28 U/S
E) TWY CL LGT A U/S
E) VANCOUVER DME IRD 111.95MHZ/CH56Y U/S
```

Use of Abbreviations

To keep NOTAM concise, use abbreviations found in Appendices D, *Abbreviations and Acronyms Used in Canadian NOTAMs (Decode)* and E, *Abbreviations and Acronyms Used in Canadian NOTAMs (Encode)*.

The reader's understanding of the NOTAM text is paramount. Abbreviations that are rarely used or are uncommon must be avoided. When quoting a publication, an uncommon abbreviation, not listed in Appendices D and E, may be added in brackets, provided the words are spelled out.[9] Units of Measurements are inserted at all times (`FT`, `NM`, `DEG`, etc.) and there is no space between the value and the unit of measurement when the unit of measurement is abbreviated (`3000FT`, `2NM`, `170DEG`, …). A reference datum shall be separated from the unit of measurement by a space (`3000FT AMSL`). No other character is allowed ("`/`", "`-`").

As a percentage is not a unit of measure but a value out of 100, there must be a space between the value and the abbreviation `PCT`.

[9] There is an exception for those letters used to designate an instrument flight procedure (IFP) such as the designator "LP". In this context they are not considered to be abbreviations or acronyms.

Cardinal points must not be abbreviated when there is an obvious risk of confusion, for example, in connection with TWY designators.

Example:
```
E) TWY E SOUTH OF RWY 10/28 CLSD.
```

Instead of:

```
E) TWY E S OF RWY 10/28 CLSD.
```

If the taxiway designation has the potential to be confused with an abbreviation, it should be spelled out.

Example:
```
E) TWY ALPHA-DELTA CLSD
```

Instead of:

```
E) TWY AD CLSD
```

The abbreviation ACT (activity) used in a NOTAM refers to all functions associated with the subject. As an example, BLASTING ACT includes explosive set-up/blasting/dismantling of materials.

4.4.21.3 Essential Information

Item E) text should be kept short, concise and clear. Reference to publication(s) should be limited to permanent aeronautical publication changes. see section 4.7, *Permanent or Temporary Long Duration Changes of Information by NOTAM.* Avoid information that brings no value to the core message.

Example 1:
```
E) AMEND PUBLICATIONS: BR25: BTN YXK AND CL: MOCA TO READ 4700
```

Example 2:
```
E) AMEND PUBLICATIONS: RWY DATA: RWY 04/22 LENGTH TO READ 2495FT,
   SLOPE TO READ RWY 22 UP 0.72 PERCENT
   DECLARED DIST TO READ:
   RWY 04 TORA 2495 TODA 2495 ASDA 2495 LDA 2495
   RWY 22 TORA 2495 TODA 2495 ASDA 2495 LDA 2495
```

Example 3:
```
E) AMEND ENR HIGH ALT CHART 5 (HI5): PANEL E AND F: LETAK TO KISUK AND
   KISUK TO VIDGO: RTE IDENTIFIER TO READ Q848 INSTEAD OF Q824
```

Example 4:
```
E) AMEND RNAV (GNSS) RWY 12, RNAV (GNSS) RWY 30 AND NDB RWY 12 APCH:
   PLAN VIEW: SAFE ALT 100NM TO READ: 5700
```

The decoded Q-Code Subject and Condition shall appear at the beginning of Item E).

Example 1: Use:

```
E) THR 28 DISPLACED 500FT DUE OBST 1000FT BFR THR 28 ON EXTENDED
   RCL. 70FT AGL 920FT AMSL. NOT LGTD.
```

Instead of:

```
E) DUE OBST 1000FT BFR THR 28 ON EXTENDED RCL 70FT AGL 920FT AMSL.
   NOT LGTD. THR 28 DISPLACED 500FT.
```

Item E) text shall be related to one NOTAM subject only and one condition of the subject.

Example 2: NOTAM 1:

```
D) MON-FRI 1100-2100
E) CRANE 2230FT BEYOND THR 14 AND 2275FT NE RCL,
   140FT AGL 505FT AMSL. NOT LGTD, NOT PAINTED.
```

NOTAM 2:

```
D) MON-FRI 1100-2100
E) RNAV(GNSS) Z RWY 14 APCH: LNAV MINIMA ALL CAT TO READ:
   760 (393) 1 1/4
```

Instead of:

```
E) DUE CRANE 2230FT BEYOND THR 14 AND 2275FT NE RCL,
   140FT AGL 505FT AMSL. NOT LGTD, NOT PAINTED,
   RNAV(GNSS) Z RWY 14 APCH: LNAV MINIMA ALL CAT TO READ:
   760 (393) 1 1/4
```

Example 3: Runway closed daily from the 8th to the 27th between 1400 and 2100 except for the 18th where it is available with 30 minutes prior notice between 1400 and 2000 (two NOTAMs required):

NOTAM 1:

```
B) YY03081400 C) YY03272100
D) MAR 08-17 1400-2100, MAR 19-27 1400-2100
E) RWY 13/31 CLSD
```

NOTAM 2:

```
B) YY03181400     C) YY03182000
E) RWY 13/31 AVBL 30MIN PN
```

4.4.21.4 Aerodrome Name in Item E)

When Item A) contains CXXX, the alpha-numeric location indicator and full name of the aerodrome/heliport show as the first line in Item E); see section 4.4.12, *Qualifier "GEOGRAPHICAL REFERENCE" – Radius*.

Insert a space between the name of the aerodrome and "(HELI)" or "(WATER)" or "(HYDRO)" in French.

Example:

```
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMM
E) CCK2 ST.JOHN'S (HEALTH SCIENCES CENTRE) (HELI)
   <text to be continued in new line>
```

```
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMM
E) CAM9 VANCOUVER INTL (WATER)
   <text to be continued in new line>
```

When an aerodrome is referenced in the NOTAM text, both the name of the aerodrome and the aerodrome's location indicator are included to help with identification. The name of the aerodrome precedes the indicator and the indicator is included in brackets.

Example:

```
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) HOT AIR BALLOONS ACT WILL TAKE PLACE WITHIN RADIUS 20NM CENTRE 452730N
   0754137W (APRX 2NM W OTTAWA/ROCKCLIFFE AD (CYRO))
F) SFC G) 6000FT AMSL
```

4.4.21.5 Coordinates, Lines and Polygons

Unless they are being amended, and unless they are being used to describe an area, published coordinates of facilities with a unique designator (for example, a NAVAID, an aerodrome, a significant point etc.) are not included in a NOTAM. If a NAVAID is referenced in a NOTAM, but is not the subject of the NOTAM, it is identified by the NAVAID identifier followed by the NAVAID type. Example VLV VOR/DME.

Example: write:

```
CYD737
```

Instead of:

```
4410N 06345W - 4410N 06330W - 4400N 06330W –
4400N 06345W - 4410N 06345W
```

When inserted in the text of a NOTAM, coordinates are expressed in degrees, minutes and seconds (or degrees and minutes) of latitude and longitude or in accordance with the published facility with a unique designator. If a decimal is required, the minutes or seconds are followed by a dot and by tenths or hundredths. Coordinates not meeting publication resolution specifications must be converted to degrees, minutes and seconds.

Example: `463542N`

Instead of:

```
4635.7N
```

The published resolution shall be in accordance with the minimum requirements of PANS-AIM Appendix 1 - *Aeronautical Data Catalog* or as published in the *AIP Canada*.

Multiple coordinates are separated by hyphens (with a space before and after the hyphen). Coordinates may be accompanied by location indicators navigation aids or waypoints if there is added value.

A latitude and longitude must be on the same line.

Example:
```
4410N 06345W - 4410N 06330W - 4400N 06330W (XYZ VOR)–
4400N 06345W - 4410N 06345W
```

Instead of:

```
4410N 06345W - 4410N 06330W - 4400N 06330W – 4400N
06345W - 4410N 06345W
```

The format of all coordinates to describe an area shall be concurrent, that is, do not mix coordinates of degrees and minutes only with coordinates of degrees, minutes and seconds.

If the coordinates of an area are not published in Aeronautical Information Products, the lateral limits should be expressed in accordance with the following:

1. Polygon

   Points defining lateral limits of an area shall be enumerated in clockwise order, each point separated by a hyphen. The first and last coordinates are always the same to “close the shape”.

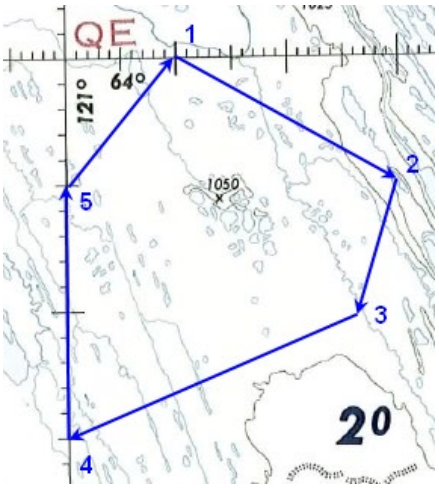


Figure 17: Defining a Polygon by Listing Coordinates in Clockwise Order

Example: `E) GAS VENTING WILL TAKE PLACE WITHIN AREA BOUNDED BY:`
`640000N 1205000W – 635500N 1203000W – 635000N 1203430W -`
`634500N 1210000W – 635500N 1210000W - 640000N 1205000W`

2. Circular shape

   A circular shape is defined by the word `RADIUS` followed by the value of the radius and its unit of measure, followed by the word `CENTRE`, followed by coordinates of the centre of the circle.

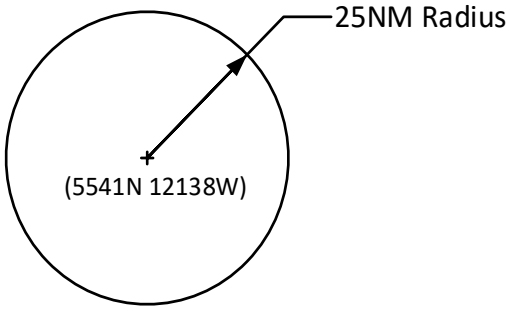


Figure 18: Defining a Circular Shape by Listing Coordinates and Radius

Example : `E) (…) ACT WITHIN RADIUS 25NM CENTRE 5541N 12138W`
`(relative location)`

3. Sector between radials

   The lateral limits of an area can be defined by two radials and distance from a navigation aid.

Example 1: `E) EXER X WITHIN RADIUS 15NM CENTRE 455530N 0705046W (VLV`
`VOR/DME) BETWEEN VLV RDL 045 AND VLV RDL 090 CLOCKWISE.`

Example 2: `E) EXER X WITHIN AN AREA DEFINED BY: 455530N 0705046W (VLV`
`VOR/DME) BETWEEN VLV RDL 045 AND VLV RDL 090, INNER ARC`
`10NM RADIUS OUTER ARC 15NM RADIUS CLOCKWISE.`

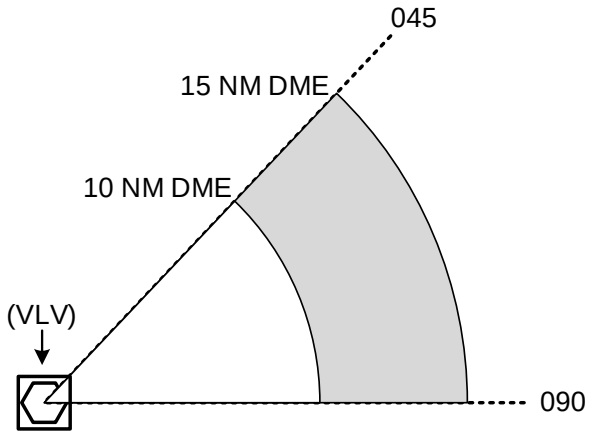


Figure 19: Defining a Circular Sector by Listing Coordinates and Radius

4. Corridor

   A corridor is a type of polygon defined by a line between points and a lateral distance on either side of the line. The lateral limits are connected by arcs of circle.

   Example:
```
E) SAR EXER WITHIN AREA 5NM EITHER SIDE OF A LINE:
   460400N 0732810W - 460820N 0730440W – 460820N 0725335W -
   461300N 072491W.
```

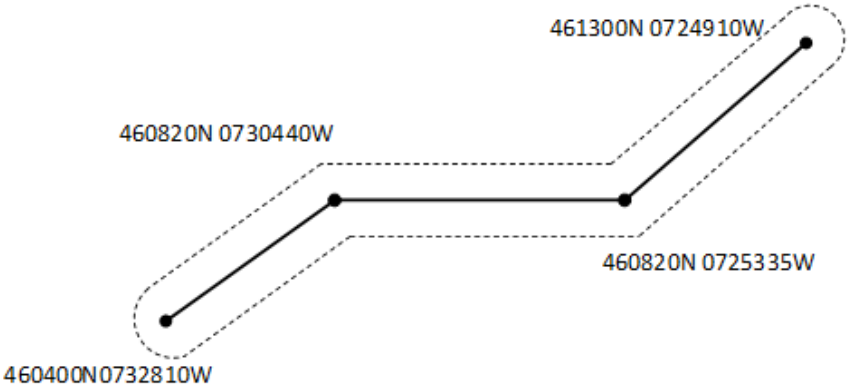


Figure 20: Defining a Corridor with Points and Distance either Side of a Line

Description of an area using geographical or administrative features, such as State borders, rivers, sea shores, etc. should be avoided. As an alternative, an area can be described as a polygon or circle and exclude a specific portion:

Example 1:
```
H1005/19
Q) CZUL/QWPLW/IV/M/W/000/080/4442N07542W021
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) PARAJUMPS ACT WILL TAKE PLACE WITHIN RADIUS 20NM CENTRE 444205N
   0754200W (BROCKVILLE NDB 3B) EXCLUDING OTTAWA TERMINAL CONTROL
   AREA (TCA)
F) SFC G) 8000FT AMSL
```

Example 2:
```
H1005/19
Q) CZQM/QRDXX/IV/BO/W/000/200/4332N06611W005
A) CZQM B) YYMMDDHHMM C) YYMMDDHHMM
E) DESIGNATED AIRSPACE HANDBOOK (DAH) IS AMENDED AS FLW: YARMOUTH, NS
   CYD### CLASS F DANGER AIRSPACE IS DESIGNATED WITHIN
   4334N 06617W - 4334N 06605W - 4330N 06605W - 4330N 06617W –
   4334N 06617W, EXCLUDING AMERICAN ADIZ. NO PERSON SHALL OPR AN
   ACFT WITHIN THE AREA DESCRIBED UNLESS AUTH BY THE
   USER/CONTROLLING AGENCY TEL 555-111-2222.
F) SFC G) FL200
```

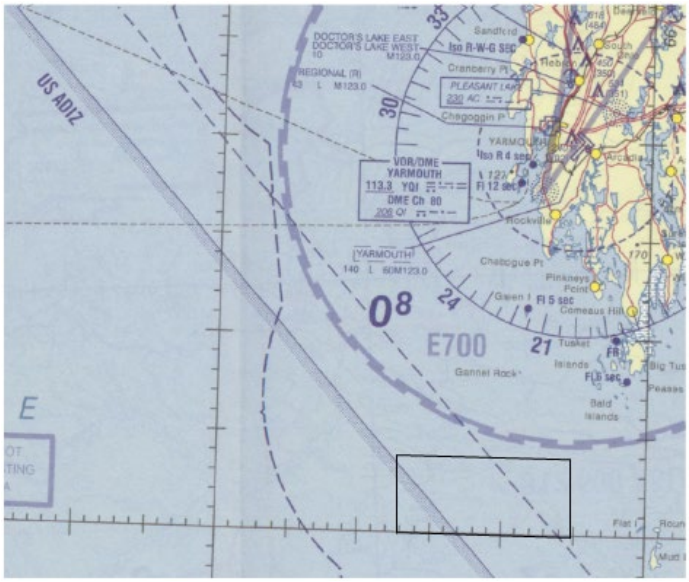


Figure 21: Geographical Area excluding Excessive Airspace

4.4.21.6 Relative Location

In addition to coordinates of an obstacle or the centre of an area (subjects with scopes AE, E or W), a descriptive relative location is included in the NOTAM for visualisation and situational awareness. The relative description uses either (X,Y) coordinates from a runway threshold expressed in feet or nautical miles or an approximate distance in feet or NM and a cardinal direction based on a magnetic or true bearing[10] in whole degrees, or a NAVAID radial from a known facility.

Relative Location at or within 3NM from an aerodrome reference point (ARP)

The relative location can be described as either (X,Y) coordinates or a bearing and distance from the aerodrome ARP. Use the method that provides the most situational awareness.

3 NM encompasses the aerodrome with the largest area.

When the distance is 50 feet or less from the aerodrome reference point, the relative location is expressed as AT AD.

"(X,Y)" coordinates typically apply to hazards. For obstacles such as cranes in the periphery of the aerodrome, (X,Y) coordinates may be more appropriate than a relative location to the aerodrome reference point.

[10] True bearings in Northern Domestic Airspace.

The exception to this is a light outage on an existing structure. In this case, the distance is always expressed in NM from the ARP regardless of the distance.

Relative Location more than 3 NM from an aerodrome reference point (ARP)

The relative location is described in nautical miles from the ARP.

If using distances from the ARP, the following apply.

Table 4: Number of Decimals to Use for Approximate Locations

Number of Decimals	Distance from ARP	Unit of Measurement in NOTAM
NIL	Less than 0.1NM	Feet
Up to 2 decimal places	0.1 to 2NM	Feet or NM
Up to 1 decimal place	2 to 3.5NM	Feet or NM
Up to 1 decimal place	3.5 to 5NM	NM
NIL	More than 5NM	NM

If the NOTAM describes an area or a group of obstacles, the approximate location is to be measured from the centre of the area or obstacle group. To provide additional clarity, the NOTAM expression must include the word “centre” making the expression “`CENTRE APRX___NM` [Cardinal] [name] `AD ([AD Location Indicator])`” for this situation. If the area is described as a line, the approximate location is measured from the centre of the line.

The compass rose (see Figure 23) is used to describe the relative location to an ARP. It is split in 16 cardinal directions in sections of 22.5 degrees each, rounded to 23 for practicality. To use the compass rose, place the known facility at its centre and draw a line to the NOTAM subject (for example an obstacle). If the line falls on the compass rose line, add 1 degree.

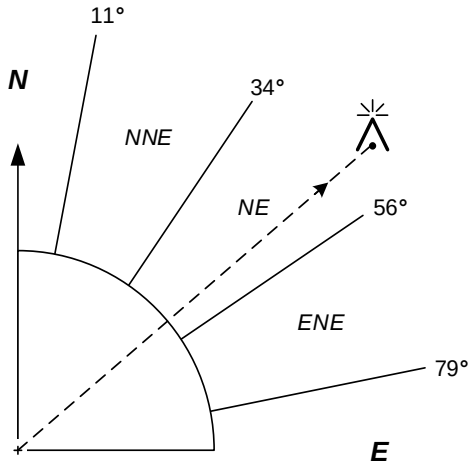


Figure 22 - Relative Location of an Obstacle

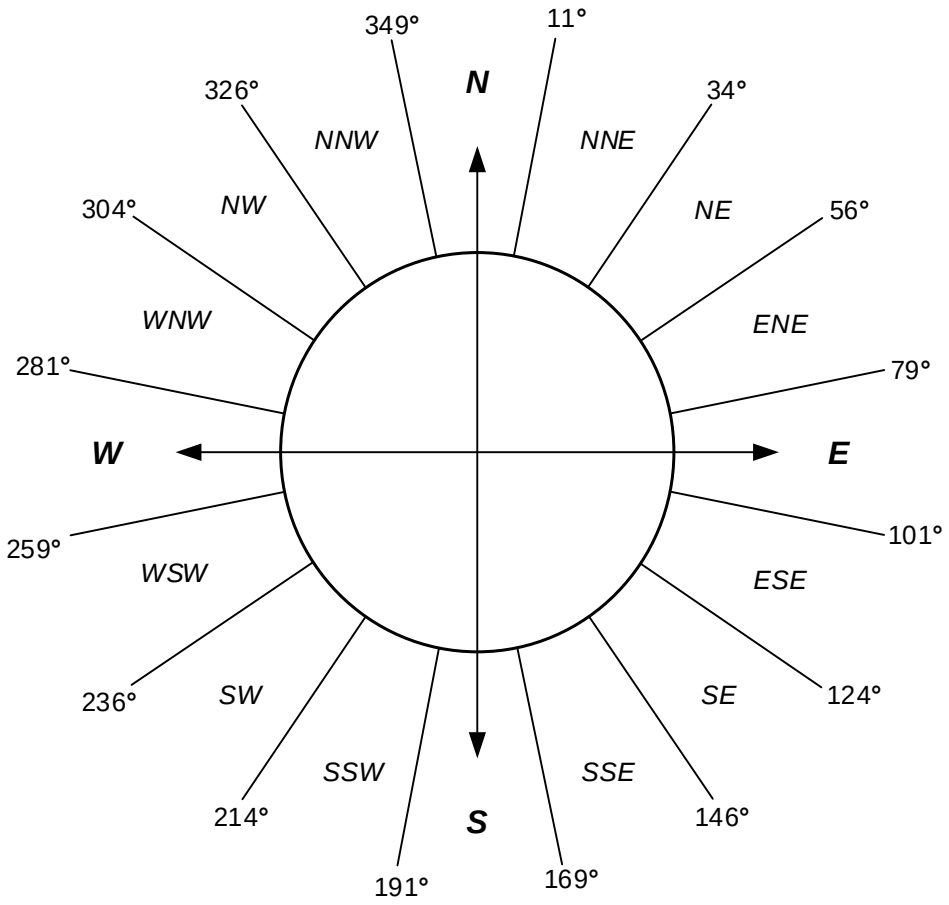


Figure 23: Compass Rose

Location Relative to a Runway Threshold/ (X,Y) coordinates

When describing an obstacle in relation to the closest runway threshold (or permanently displaced threshold) using (X,Y) coordinates, the terms `BEYOND`, `BFR` (before) or `ABEAM` are used[11].

The following graphic illustrates how this method is applied. The distance is measured at a 90° angle from the threshold and runway centreline (or extended runway centreline). The cardinal direction is determined in accordance with the runway orientation (see Figure 24 and Table 5).

Obstacle A: `1000FT` **`BEYOND`** `THR 27 AND 500FT NORTH RCL`
Obstacle B: **`ABEAM`** `THR 27, 700FT NORTH RCL`
Obstacle C: `1200FT` **`BFR`** `THR 27 AND 400FT SOUTH EXTENDED RCL`

[11] The terms are used in accordance with what a flight crew would see on final approach.

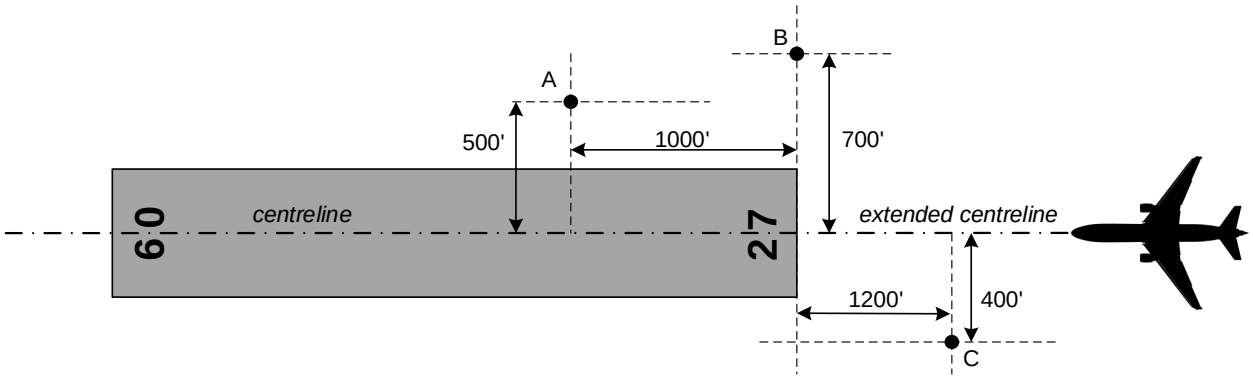


Figure 24: Location of an Obstacle in Relation to a Runway (Not to Scale)

Table 5: Cardinal Directions for all Runway Thresholds

RWY Designators	Cardinal direction right[12] of runway centreline	Cardinal direction left[16] of runway centreline
01 02	E	W
03 04 05 06	SE	NW
07 08 09 10 11	S	N
12 13 14 15	SW	NE
16 17 18 19 20	W	E
21 22 23 24	NW	SE
25 26 27 28 29	N	S
30 31 32 33	NE	SW
34 35 36	E	W

[12] As seen from the threshold when facing the runway.

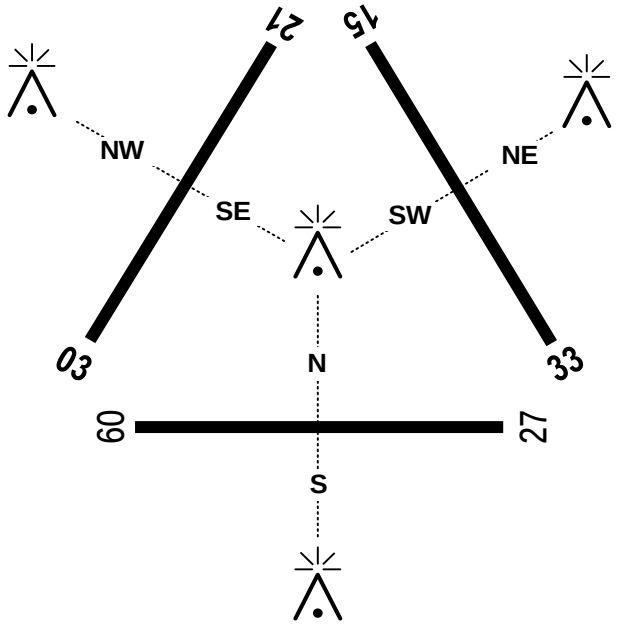


Figure 25: Graphical Representation of Cardinal Directions from Runways

Relative Location Using a Radial and Distance

When using a VOR or VORTAC radial as a reference, use this syntax:

([3-letter NAVAID identifier][space][NAVAID type][space][RDL][space][3 digits radial][/][3 digits distance in NM from the NAVAID][NM])

For example: `(YNY VOR/DME RDL 330/012NM)`, means a point located 12 NM from the VOR/DME “YNY” on radial 330°.

4.4.22 Items F) and G) – Lower and Upper Limits

Both values are inserted in Items F) and G) only for Navigation Warnings (Q-Codes starting with `QW` and `QR`) and contain either:

- An altitude in feet above mean sea level (`AMSL`) (2 to 5 digits)
- A height in feet (above ground, sea or surface level (`AGL`) (2 to 5 digits)
- a flight level (always expressed in 3 digits)
- `SFC` or `GND` to designate surface and ground respectively, or
- `UNL` to mean unlimited. Unlimited is used if the upper limit exceeds 99 900 FT.

Reference datum (`FL`, `AGL` or `SFC` or `AMSL`) and unit of measurement (`FT`) are always included.

Acceptable entries and formats are as follows. Note the lack of space between XX and FT and the space between FT and AGL or AMSL. No other character is allowed and none of these values can be combined within one Item. The reference datum need not be concurrent between Items F) and G).

Item F)	Item G)
SFC	UNL
GND	
XXXXXFT AGL	XXXXXFT AGL
XXXXXFT AMSL	XXXXXFT AMSL
FLXXX	FLXXX

When a NOTAM identifies variable vertical limits such as ACT UP TO FL040, AFTER ATC APPROVAL UP TO FL080, the higher value (FL080) shall be used in Item G). Conversely, where the lower limit of activity is variable, the lowest limit shall be used in Item F).

When one or both vertical limit(s) are non-inclusive, Item E) contains the expression of the limit however Items F) and G) contains the value on its own. Values such as 12501 or 17999 in Items F) and G) are not allowed.

If the expression in Item E) is…	Item F) is:
FROM ABV 12500FT AMSL	12500FT AMSL
ABV FL180	FL180

If the expression in Item E) is…	Item G) is:
UP TO BUT EXCLUDING FL180	FL180
UP TO BLW 12500FT AMSL	12500FT AMSL

Example:
```
E) CYR888 ACT FM ABV 12500FT AMSL TO BLW 18000FT AMSL
F) 12500FT AMSL G) 18000FT AMSL
```

4.5 Creation of NOTAMR and NOTAMC

4.5.1 General Procedures Related to NOTAMR and NOTAMC Creation

NOTAMR and NOTAMC are issued in the same series as the NOTAM to be replaced or cancelled.

NOTAMR and NOTAMC respectively replace and cancel only one NOTAMN or NOTAMR.

Example 1: C0124/19 NOTAMR C0106/19

Example 2: C0234/19 NOTAMC C4567/18

NOTAMR and NOTAMC deal with precisely the same subject as the NOTAM to be replaced or cancelled. For example, a NOTAMN stating RWY 07/25 CLSD cannot be replaced by a NOTAMR stating RWY 14/32 CLSD. Therefore, the second and third letters of the Q-code in Item Q) shall be the same as those in the NOTAM to be replaced or cancelled.

Providing the subject is the same, errors occurring in a NOTAM already processed by the NOF shall be corrected by the issuance of a NOTAMR. When issuing a NOTAMR, refer to the NOF format/text appearing in the already processed NOTAM it replaces.

NOTAMR and NOTAMC have the same Item A) contents as the NOTAM to be replaced or cancelled.

If Item B) of the NOTAM being replaced is passed upon reception of the replacement NOTAM, the Item B) of the NOTAMR shall be the date/time at which the NOTAMR is created. For example, if at 13:16 the NOTAM `B)1807011300` is replaced, the NOTAMR start time is: `B)1807011316`.

If Item B) of the NOTAM being replaced has not come into force yet, then Item B) of NOTAMR can be in the future.[13]

The Item B) of a NOTAMC shall be the date/time at which the NOTAMC is created. No future coming into force is permitted.

A NOTAM ceases to be valid from the moment a NOTAMR or NOTAMC is issued to replace or cancel it.

NOTAMN or NOTAMR with Item C) containing `EST` must be replaced or cancelled **before** the estimated end date specified in Item C).

NOTAMN or NOTAMR with Item C) containing `PERM` must be replaced or cancelled.

4.5.2 Specific Procedures for NOTAMC Creation

A NOTAMC shall not contain Items C), D), F) and G).

In a NOTAMC, the only permissible Q-Code fourth and fifth letters are:

`Q--AK`	RESUMED NORMAL OPS
`Q--AL`	OPERATIVE (or RE-OPERATIVE) SUBJECT TO PREVIOUS PUBLISHED LIMITATIONS/CONDITION
`Q--AO`	OPERATIONAL
`Q--CC`	COMPLETED
`Q--CN`	CANCELLED
`Q--HV`	WORK COMPLETED
`Q--XX`	OTHER (Plain Language)

For all NOTAMC, to ensure that the right NOTAM is being cancelled, the text of the decoded Q-Code shall be inserted in Item E) together with sufficient details of the NOTAM subject. The subject of reference shall be included in the text as it was previously processed by the NOF.

Example 1:
```
Q) QNVAK…
E) BAIE-COMEAU VOR YBC 117.7MHZ RESUMED NORMAL OPS.
```

Example 2:
```
Q) QRTCN…
E) FOREST FIRE (CENTRE APRX 11NM SSW PENTICTON AD) CANCELLED
```

If a NOTAM contains erroneous Q-Codes or series, the incorrect NOTAM is cancelled, never replaced, with the text stating `NEW NOTAM TO FOLLOW`.

Example:
```
Q) QMRXX…
E) RWY 07L/25R NEW NOTAM TO FOLLOW.
```

Cancellation of NOTAM by including the NOTAM number in a Checklist is not allowed.

[13] The date-time of creation may precede the date-time of transmission by a few minutes, due to the time required for the full completion and review of the NOTAM data.

4.6 Checklist Production

4.6.1 Checklists – General

Checklists are issued as a NOTAM. There must be one checklist per series.

The first Checklist in a new NOTAM series shall be issued as a NOTAMN and subsequent Checklists shall be issued as NOTAMR. Every checklist is created on the first day of each month and valid until the first day of the next month.

Item A) shall contain the FIRs of the corresponding series.

Item B) shall be the first of each month at 0001 UTC.

Item C) shall coincide with the start date of the next checklist with `EST`.

4.6.2 Checklist Qualification – Item Q)

Item Q of a checklist is always as follows except for the qualifier Geographical Reference coordinates which represent the centre of the FIR(s) listed in Item A). The use of K in the qualifiers allows selective retrieval of the Checklist.

Example: `Q) CZXX/QKKKK/K/K/K/000/999/5243N05321W999`

4.6.3 Checklist Format – Item E)

Item E) shall be divided into two sections. The first section lists all the valid NOTAM of the Series at the moment the NOTAM is created. The second section lists the valid AIP Amendment(s), its effective date and the valid AIP Supplement(s) and AIC.

First Section Format

- Item E) first line starts with the word `CHECKLIST` (`LISTE RECAPITULATIVE DES NOTAMS` in French).
- The second line starts with `YEAR=` followed by the oldest year for which NOTAM are still valid, without a space. Example `YEAR=2016` (`ANNEE=2016` in French)
- All NOTAM issued in the same year are grouped. Only the 4 digits of the NOTAM number are listed, in ascending order and separated by a space. Example `0980 0981 1015`
- Each year shall start on a new line. Years are listed in ascending order from the oldest NOTAM in the database to the most recent. If there is no valid NOTAM for a given year, insert `NIL`. for example, `YEAR=2017 NIL` (in French: `ANNEE=2017 AUCUN`).
- Item E) never contains checklists NOTAM numbers.

Second Section Format

The first line of the second section starts with LATEST PUBLICATIONS (PUBLICATIONS LES PLUS RECENTES in French). This contains the list of the latest publications issued, in a format suitable for manual processing.

Example:
```
(E0512/19 NOTAMR E0001/19
Q) CZXX/QKKKK/K/K/K/000/999/5243N05321W999
A) CZUL CZQM CZQX B) 1902010002 C) 1902282359EST
E) CHECKLIST
   YEAR=2016 3308
   YEAR=2017 NIL
   YEAR=2018 0908 1242 1303 1313 1444 1520 1885 2345
   2436 2442 2597 2657 2873
   YEAR=2019 0004 0005 0331 0332 0333 0334 0444 0445
   0451 0452 0453 0454 0455
   LATEST PUBLICATIONS
   AIP AMDT 1/19 EFFECTIVE 8 JAN 2019
   AIP SUP 4/19
   AIC 1/19
```

4.7 Permanent or Temporary Long Duration Changes to Information

Permanent changes to information are normally planned and should align with the AIRAC system timelines and publication schedules. Similarly, temporary changes of long duration should be notified in advance for adequate time to publish an AIP Supplement. Every effort should be made to provide enough advance notice to the Aeronautical Information Service Provider (AIS).

A NOTAM promulgating a permanent change, or a temporary change of long duration can be issued if the Aeronautical Information Service Provider (AIS) is made aware at short notice. Short notice means time constraints do not allow for the aeronautical information product to be updated or AIP Supplement process to be applied. When an AIP Supplement is published, a trigger NOTAM must be issued providing advance notice to the reader. Normally the trigger NOTAM is published within 28 days of the effective date of an AIP Supplement, however, occasionally, this may occur more than 28 days to accommodate the publication cycle. Details are described below.

Permanent changes must not be distributed by means of a NOTAM only.

4.7.1 Promulgation of Permanent Information by NOTAM

For PERM NOTAM, the following apply:

- Item Q) must be completed according to the NOTAM Selection Criteria.
- Item B) of the NOTAM must contain the effective date of the change.
- Item C) of the NOTAM must contain the term PERM only, to indicate that the change is of a permanent nature.
- Item E) must contain the operational changes as per normal NOTAM. Special care must be taken to assure that the phrasing is clear without AIS product consultation. For the benefit of users specifically interested in NOTAM that will later be transferred to the corresponding AIS product(s), the term AMEND PUBLICATIONS will indicate that more than one product is affected while AMEND followed by a specific “AIS Product name” will indicate that only that AIS Product is affected. When it is necessary to clearly identify where the data change is located in a specific AIS product, the section, sub-section or paragraph number can be specified in the NOTAM.

- For NOTAM amending publications not issued under the authority of NAV CANADA, the phrase AMEND PUBLICATIONS NOT ISSUED UNDER THE AUTH OF NAV CANADA shall be used to refer to the amended publications.
- Cancellation of a NOTAM permanently amending a publication before publication of the information is not allowed. Occasionally, AIM may request that a NOTAM amending a publication be cancelled because the information will not be published. In such instances, if the information reverts to what was already published, a NOTAMR with PERM, must be issued with the correct information. The NOTAMR should then be cancelled by the originator approximately two weeks after its issuance with the text INFO SUFFICIENTLY PROMULGATED. **Every effort should be made to avoid these situations.**

A NOTAM will not be used to amend the CWAS if the change pertains to information contained in the CFS that has already been amended.

4.7.2 Incorporation of NOTAM Information in an Aeronautical Information Product

A NOTAM with Item C) PERM is cancelled when the information is incorporated in an Aeronautical Information Product.

Item E) of the NOTAMC shall contain INFO PUBLISHED. with sufficient additional information to determine the right NOTAM is being cancelled (refer to section 4.5.2 – *Specific Procedures for NOTAMC Creation*).

4.7.3 NOTAM and AIP Supplement

Publication of an AIP Supplement (AIP SUP) to replace and/or modify information in an existing NOTAM may occur at any time. Long duration changes or short duration changes that contain extensive text or graphics are promulgated as an AIP SUP

When information has previously been published in a NOTAM and is being replaced by an AIP SUP, the previously published NOTAM containing the affected information must be cancelled. The NOTAMC must refer to the published AIP SUP.

4.7.4 Trigger NOTAM

A trigger NOTAM is a NOTAM that directs the reader to an AIP SUP. Item B) of the trigger NOTAM (effective start time) must be the same time as when the AIP SUP becomes effective. Item C) of the trigger NOTAM (effective end time) must be the same end time as the AIP SUP, which may exceed 90 days duration. On occasion, an estimated end time may be used for a trigger NOTAM depending on the information provided in the AIP SUP.

If only a date and no time is specified in the AIP SUP the trigger NOTAM:

- Starts at the beginning of the day in UTC (0000Z).
- Ends at end of the day in UTC (2359Z).

When a trigger NOTAM is issued, the Q-Line follows the guidelines specified in section 4.4 – *Detailed Procedures* except that the condition code must always be “TT”. Only NOTAM with the condition code “TT” may exceed 90 days in duration.

If a specific subject cannot be determined for a trigger NOTAM, the subject code “FA” (aerodrome) or “AF” (FIR) must be used instead. “XX” must never be used for trigger NOTAM.

The trigger NOTAM text must begin with “TRIGGER NOTAM –” and must refer to the AIP SUP number followed by the effective dates and a short description of the AIP SUP (normally the title of the AIP SUP).

If a trigger NOTAM needs to be corrected because of an error in the original a replacement NOTAM (NOTAMR) may be used.

A NOTAMR must never be used to extend a trigger NOTAM. Any changes to an AIP SUP will always result in a new AIP SUP being published and require a new trigger NOTAM to be published as well.

A trigger NOTAM may be cancelled when needed in the same manner as a normal NOTAM.

Example:
```
(K1006/22 NOTAMN
Q) CZUL/QMRTT/IV/BO/A/000/999/4908N06812W005
A) CYBC B) YYMMDDHHMM C) YYMMDDHHMM
E) TRIGGER NOTAM - AIP SUPPLEMENT XX/YY WEF DD MMM UNTIL DD MMM. RWY 10/28
   CONSTRUCTION.
```

If the subject of the AIP SUP is regarding a navigation warning (subject code starting with “W” or “R”), the NOTAM directing to the AIP SUP must have a Scope of W and Items F) and G).

Example:
```
(H1006/22 NOTAMN
Q) CZUL/QWETT/IV/BO/W/000/350/4924N07033W50
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) TRIGGER NOTAM - AIP SUPPLEMENT XX/YY WEF DD MMM UNTIL DD MMM. MIL EXER
   WILL TAKE PLACE.
F) SFC G) FL350
```

4.8 Voice NOTAM

Voice NOTAM are used to notify of unplanned situations that are dynamic in nature, of short duration, and confined to a localized area (i.e. affect a single aerodrome). In these cases, the information is not distributed via AFTN/AFS or AIP Supplement but is made available to an operational ATS unit for relay via radio communications as it is impractical to disseminate the information via AFTN using a normal NOTAM.

It is important that NOTAM are distributed by AFTN to the maximum extent possible. Therefore, the following criteria must be met before a Voice NOTAM can be disseminated:

a. The duration of the Voice NOTAM is anticipated to be less than one hour.

b. An extension to the original Voice NOTAM’s duration must not exceed one hour.

c. The total duration (including any revisions) of the Voice NOTAM must not exceed two hours.

If any of the above criteria is not met, the information must be disseminated via AFTN using a normal NOTAM. In addition, a Voice NOTAM cannot be used to extend the duration of an AFTN disseminated NOTAM.

5 NOTAM Specifications

Following NOTAM specifications are supported by either full NOTAM examples or examples showing part of Item Q) with corresponding Item E).

5.1 Permanent Aeronautical Information Change

Example 1:
```
J0001/19 NOTAMN
Q) CZYZ/QFAXX/IV/BO/A/000/999/4346N07952W005
A) CXXX B) YYMMDDHHMM C) PERM
E) CNC3 BRAMPTON
   AMEND PUBLICATIONS: SERVICES: FUEL:
   DELETE 100LL
   RWY DATA AND AD SKETCH: ADD RWY 15 AND 33 TURN AROUND BAYS
   75FT X 75FT
   LIGHTING: TO READ: 15(TE HI)AP, 33 AS(TE HI)AP, 08(TE ME),
   26(TE ME) ARCAL 123.3 TYPE K
   PRO: ADD: ACFT WITH MAIN GEAR TRACK 18FT AND OVER USE RWY 15/33
   THEN TURN AROUND BAY AND BACKTRACK TO TWY D AND APN.
   CAUTION: ADD: NARROW TWY (18FT) EXC TWY D (24FT)
```

Example 2:
```
J0002/19 NOTAMN
Q) CZWG/QPICH/I/NBO/A/000/999/5408N10831W005
A) CYLJ B) YYMMDDHHMM C) PERM
E) AMEND NDB RWY 09 APCH:
   REMOTE ALT SETTING SOURCE (RASS): ADD: WHEN USING COLD LAKE
   ALTIMETER ADD 180FT TO ALL PROC ALT
```

Example 3:
```
N0001/19 NOTAMN
Q) CZXX/QAACH/IV/BO/E/038/180/5413N06531W059
A) CZUL CZQX B) YYMMDDHHMM C) PERM
E) AMEND PUBLICATIONS: RR23 BTN KR AND UM:
   MOCA TO READ 4200 INSTEAD OF 3800
```

Example 4:
```
K0001/19 NOTAMN
Q) CZUL/QFAXX/IV/BO/A/000/999/4551N07224W005
A) CXXX B) YYMMDDHHMM C) PERM
E) CSC3 DRUMMONDVILLE
   AMEND PUBLICATIONS: CAUTION: ADD: POSSIBILITY OF DEER
   ON RWY AT NGT
```

Example 5:
```
J0001/19 NOTAMN
Q) CZWG/QOBCE/IV/M/AE/000/016/4946N09430W005
A) CXXX B) YYMMDDHHMM C) PERM
E) CJG6 KENORA (LAKE OF THE WOODS DISTRICT HOSPITAL) (HELI)
   AMEND PUBLICATIONS: NEW TOWER 494606N 0943016W
   (APRX 0.21NM W AD) 383FT AGL 1539FT AMSL. LGTD
```

Example 6:
```
P0001/19 NOTAMN
Q) CZYZ/QOBCH/IV/M/AE/000/012/4416N07941W005
A) CXXX B) YYMMDDHHMM C) PERM
E) CCT2 COOKSTOWN
   TOWER HGT AND ELEV CHANGED FM 196FT AGL 1145FT AMSL TO
   226FT AGL 1175FT AMSL 441621N 0794047W (APRX 2.7NM NNW AD)
```

Example 7:
```
J0002/19 NOTAMC J0001/19
Q) CZYZ/QFJXX/IV/BO/A/000/999/4346N07952W005
A) CXXX B) YYMMDDHHMM
E) CNC3 BRAMPTON
   INFO PUBLISHED
```

The following NOTAMs illustrate how information was erroneously permanently withdrawn and later reinstated.

Example 8:
```
P0011/19 NOTAMN
Q) CZWG/QFAXX/IV/NBO/A/000/999/5010N09652W005
A) CXXX B) YYMMDDHHMM C) PERM
E) CKL2 SELKIRK
   AMEND PUBLICATIONS: DELETE SERVICE (SVC)

P0012/19 NOTAMR P0011/19
Q) CZWG/QFAXX/IV/NBO/A/000/999/5010N09652W005
A) CXXX B) YYMMDDHHMM C) PERM
E) CKL2 SELKIRK
   AMEND PUBLICATIONS: SERVICE (SVC) TO READ:
   FUEL: 100LL, OIL: ALL, SERVICING: SERVICING/MINOR REPAIRS

P0013/19 NOTAMC P0012/19
Q) CZWG/QFAXX/IV/NBO/A/000/999/5010N09652W005
A) CXXX B) YYMMDDHHMM
E) CKL2 SELKIRK
   INFO SUFFICIENTLY PROMULGATED
```

5.2 Facility Closure and Limited Operations

5.2.1 Aerodrome and heliport (AD)

Permanent closure of an aerodrome not corresponding with a publication date shall be advertised by NOTAM with a condition code of “AW” (completely withdrawn) and stating `AD PERMANENTLY CLSD` or `HELIPORT PERMANENTLY CLSD`.

Example 1:
```
J0013/19 NOTAMN/19
Q) CZWG/QFAAW/IV/NBO/A/000/999/5026N10418W005
A) CXXX B) YYMMDDHHMM C) PERM
E) CWC1 WHITE CITY (RADOMSKY)
   AMEND PUBLICATIONS: AD PERMANENTLY CLSD
```

Short-term closure of an aerodrome or heliport can be advertised by NOTAM with a condition code of “LC” (closed) and stating `AD CLSD` and including a time. The reason for closure may also be included.

Example 2:
```
Q) CZ../QFALC/IV/NBO/A/000/999/…005
E) AD CLSD
E) AD CLSD DUE …
```

Example 3:
```
Q) CZ../QFPLC/IV/NBO/A/000/999/…005
E) HELIPORT CLSD
E) HELIPORT CLSD DUE …
```

Limited operations or access restrictions at an aerodrome shall be clearly defined.

Example 4:
```
Q) CZ../QFAAR/IV/NBO/A/000/999/…005
E) AD AVBL 30MIN PN
```

Example 5:
```
Q) CZ../QFALT/IV/NBO/A/000/999/…005
E) AD NOT AVBL TO HEL
```

5.2.2 Aerodrome Services

When published significant services at aerodromes, such as customs, fuel, de-icing or jet aircraft starting unit, are temporarily unavailable, a NOTAM shall be issued.

Example 1:
```
Q) CZ../QFUAU/IV/NBO/A/000/999/…005
E) FUEL 100LL NOT AVBL
```

When no aerodrome services are available, which can happen at smaller aerodromes with limited staffing, a single NOTAM can be issued advising that services such as customs, fuel, de-icing, and runway condition reporting are not available instead of issuing individual NOTAMs for each service. Such a NOTAM must not be used to advise of changes to aircraft rescue and firefighting (ARFF) services, communication services or instrument procedures. The wording of the NOTAM must state "`ALL AD SVC NOT AVBL`". The phrases "`AD UNMANNED`" and "`AD UNATTENDED`" must not to be used:

Example 2:
```
Q) CZ../QFALT/IV/NBO/A/000/999/…005
E) ALL AD SVC NOT AVBL
```

If provided, a reason can be included:

Example 3:
```
Q) CZ../QFALT/IV/NBO/A/000/999/…005
E) ALL AD SVC NOT AVBL DUE TO STAFFING
```

5.2.2.1 Aircraft Rescue and Firefighting (ARFF)

As required in the CARs, a NOTAM shall be issued for changes to the category or the hours of operation of aircraft rescue and fire-fighting (ARFF) services. This must always be issued as a separate NOTAM and cannot be combined with other information.

Example 1:
```
Q) CZ../QFFAS/IV/NBO/A/000/999/…005
E) ACFT RESCUE AND FIRE FIGHTING (ARFF) NOT AVBL
```

Example 2:
```
Q) CZ../QFFCG/IV/NBO/A/000/999/…005
E) ACFT RESCUE AND FIRE FIGHTING (ARFF) DOWNGRADED TO CAT 5
```

Example 3:
```
Q) CZ../QFFCG/IV/NBO/A/000/999/…005
E) ACFT RESCUE AND FIRE FIGHTING (ARFF) DOWNGRADED TO CAT 7
   CAT 8 AVBL SKED FLT ONLY
```

Example 4:
```
Q) CZ../QFFLT/IV/NBO/A/000/999/…005
E) ACFT RESCUE AND FIRE FIGHTING (ARFF) CAT 8 NOT AVBL
```

Example 5:
```
Q) CZ../QFFAR/IV/NBO/A/000/999/…005
E) ACFT RESCUE AND FIRE FIGHTING (ARFF) CAT 8 AVBL 2HR PN
```

Example 6:
```
Q) CZ../QFFAH/IV/NBO/A/000/999/…005
E) ACFT RESCUE AND FIRE FIGHTING (ARFF) HR OF OPS: DAILY 1300-0300
```

5.2.3 Runway

For information regarding runway certification changes, refer to Section 5.3.16.2 – *Published Approaches and Changes to Runway Certification*.

5.2.3.1 Runway Closure

A NOTAM shall be issued for the closure of a runway. If provided, the reason for the closure, such as maintenance, construction, ice, snow or disabled aircraft, can be included.[14]

A runway closed by NOTAM is not used for take-off or landing. A runway made available with only prior notice or to certain types of operations is in effect open. The appropriate wording to be used in these circumstances is found in section 5.2.3.5, *Runway Unavailable*.

To avoid confusion, the NOTAM must specify when the runway is available as a taxiway.

Examples:
```
Q) CZ../QMRLC/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY XX/YY CLSD
E) RWY XX/YY CLSD DUE … (CONST, SNOW, MAINT, …)
E) RWY XX/YY CLSD DUE MAINT. AVBL AS TWY
```

5.2.3.2 Partial Runway Closure (without Published Declared Distances)

A NOTAM shall be issued for the closure of a portion of a runway. If no declared distances are published, the NOTAM shall include the length of the closed portion and amount of usable runway remaining. If available, a description of the closed runway markings will be included. The word LENGTH is unabbreviated.

Example:
```
Q) CZ../QMRLL/IV/NBO/A/000/999/XXXXNYYYYYW005
E) FIRST 500FT RWY XX CLSD, USABLE RWY XX/YY LENGTH REDUCED TO
   2300FT. AVBL AS TWY
```

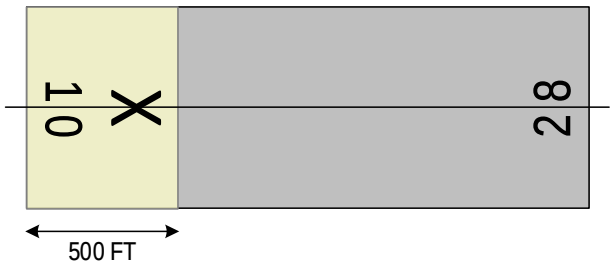


Figure 26: Partial Closure of a Runway (Reduced Length)

5.2.3.3 Partial Runway Closure (with Published Declared Distances)

A NOTAM shall be issued when the declared distances are changed due to a partial runway closure. If a portion of the runway is closed, the NOTAM shall include the length of the closed portion, with the reference starting at the threshold of the closed portion, and the revised declared distances. The word LENGTH is unabbreviated. If available, a description of the closed runway markings will be included. In some cases, if the runway can only be used in one direction, it may be more practical to close the "far end" portion of the runway for better visualisation; refer to Example 2.

Example 1:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) FIRST 1700FT RWY XX CLSD.
   THR XX IS DISPLACED BY 1700FT.
   DECLARED DIST WITH RWY XX/YY LENGTH REDUCED:
   RWY XX TORA 7900 TODA 8884 ASDA 7900 LDA 7900
   RWY YY TORA 7900 TODA 7900 ASDA 7900 LDA 7900
```

[14] If a runway is closed in accordance with a reduced visibility operation plan (RVOP), the reason for the closure shall not be included in the NOTAM.

Example 2:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) TKOF AND LDG RWY YY NOT AUTH. LAST 1595FT RWY XX CLSD.
   FULL RWY XX/YY LENGTH AVBL 10MIN PN.
   DECLARED DIST WHEN RWY XX LENGTH REDUCED:
   RWY XX TORA 9291 TODA 9291 ASDA 9291 LDA 9291
   RWY YY TORA/TODA/ASDA/LDA: NOT USABLE
```

5.2.3.4 Runway Width Reduction

A NOTAM may be issued when a runway is closed along its length, thus reducing its width. If provided, the reason for the partial closure, such as resurfacing, and the defined restrictions if applicable, such as aircraft size or weight, shall be included. If provided, information on temporary lighting and markings are included. The phrase `USABLE WIDTH REDUCED TO XXXFT` is used and the word `WIDTH` is unabbreviated.

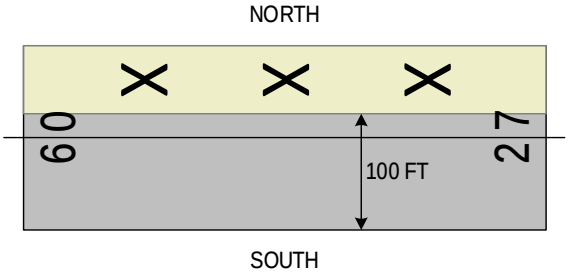


Figure 27 - Partial Closure of a Runway (Reduced Width)

Example:
```
Q) CZ../QMRLL/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY 09/27 USABLE WIDTH REDUCED TO 100FT. NORTH 50FT CLSD FULL
   LENGTH DUE RESURFACING. REMAINING WIDTH NOT AVBL TO ACFT WITH A
   WINGSPAN GREATER THAN XXFT. TEMPO REDL INSTALLED.
```

5.2.3.5 Runway Unavailable

The following phrases are used to describe the availability or unavailability of an open runway[15].

Example 1:
```
Q) CZ../QMRAM/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY XX/YY AVBL MIL USE ONLY
E) RWY XX/YY AVBL CANADIAN MIL USE ONLY
```

Example 2:
```
Q) CZ../QMRAP/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY XX/YY AVBL PPR (Tel, freq, ctc info)
E) RWY XX/YY AVBL [time XXmin] PPR (Tel, Freq, ctc info)
```

Example 3:
```
Q) CZ../QMRAR/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY XX/YY AVBL [time XXmin] PN (Tel, Freq, ctc info)
```

Example 4:
```
Q) CZ../QMRLT/IV/NBO/A/000/999/…
E) RWY XX/YY AVBL FOR MEDEVAC ONLY
E) RWY XX/YY AVBL FOR SKED FLT ONLY
E) RWY XX/YY AVBL FOR [aircraft type] ONLY
```

Example 5:
```
Q) CZ../QMRLT/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY XX/YY NOT AVBL FOR CIVILIAN ACFT WHILE
   RAG ACROSS THE RWY CTC 122.3MHZ FOR STATUS OF CABLE.
   15MIN PN TO REMOVE RAG 867-777-2522 OR 122.3MHZ
```

[15] Although prior permission is required (PPR) at certain aerodromes, some users may have a standing arrangement for authorization; therefore, such NOTAMs can also be issued for PPR aerodromes.

Example 6:
```
Q) CZ../QMRLT /IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY XX/YY NOT AVBL FOR[aircraft type]
E) RWY XX/YY NOT AVBL FOR [activity type or ops type (for circuits,
   training, …)]
```

Example 7:
```
Q) CZ../QMRLH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY XX/YY NOT AVBL FOR ACFT HEAVIER THAN…
```

Example 8:
```
Q) CZ../QMRLT/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RWY XX/YY NOT AVBL FOR ACFT WINGSPAN GREATER THAN…
```

Example 9:
```
Q) CZ../QMRLI/I/NBO/A/000/999/XXXXNYYYYYW005…
E) RWY XX/YY NOT AVBL FOR IFR OPS
```

Example 10:
```
Q) CZ../QMRLV/V/NBO/A/000/999/XXXXNYYYYYW005…
E) RWY XX/YY NOT AVBL FOR VFR OPS
```

5.2.3.6 Runway Section Unavailability (with Published Declared Distances)

If a portion of a runway is unavailable and the declared distances are published for this runway, the NOTAM shall include the length of the portion not available, the way and conditions to make it available, and the revised declared distances.

Example 1:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) FIRST 1000FT RWY XX NOT AVBL DUE MAINT.
   THR XX IS DISPLACED BY 1000FT.
   FULL RWY LENGTH AVBL 30MIN PN 555-111-2222.
   DECLARED DIST WHEN RWY XX/YY LENGTH IS REDUCED:
   RWY XX TORA 5000 TODA 5600 ASDA 5000 LDA 5000
   RWY YY TORA 5000 TODA 5000 ASDA 5000 LDA 5000
```

Example 2:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) FIRST 1500FT RWY YY NOT AVBL DUE PAINTING.
   THR YY IS DISPLACED BY 1500FT.
   FULL RWY LENGTH AVBL TO SKED FLT
   DECLARED DIST WHEN RWY XX/YY LENGTH IS REDUCED:
   RWY XX TORA 3407 TODA 3407 ASDA 3407 LDA 3407
   RWY YY TORA 3407 TODA 4391 ASDA 3407 LDA 3407
```

If the declared distances are unchanged in one runway direction, that runway direction is stated as "NO CHANGE". If the declared distances are changed at a later date, a new NOTAM (NOTAMN) stating the declared distances in both runway directions is issued.

Example 3:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) FIRST 1000FT RWY XX NOT AVBL DUE MAINT.
   THR XX IS DISPLACED BY 1000FT
   FULL RWY LENGTH AVBL 30MIN PN 555-111-2222.
   DECLARED DIST WHEN RWY XX/YY LENGTH IS REDUCED:
   RWY XX TORA 5000 TODA 5600 ASDA 5000 LDA 5000
   RWY YY NO CHANGE
```

5.2.3.7 Runway Section Unavailability (without Published Declared Distances)

If a portion of a runway is unavailable and no declared distances are published for this runway, the NOTAM shall include the length of the portion not available, the length of the remaining runway when a section is not available, and the way and conditions to make it available.

Example:
```
Q) CZ../QMRLL/IV/NBO/A/000/999/XXXXNYYYYYW005
E) FIRST 500FT RWY 13 NOT AVBL DUE MAINT.
   THR 13 IS DISPLACED BY 500FT. FULL RWY LENGTH AVBL 30MIN
   PN 555-111-2222. USABLE LENGTH REDUCED TO 2100FT WHEN THR IS
   DISPLACED.
```

5.2.3.8 Work on Runway

A NOTAM may also be issued for work on a runway during hours when air/ground ATS communications (aerodrome advisory service, remote aerodrome advisory service or control service) are not available. If the runway is not closed, identify the runway where work is being conducted, and describe the type of work[16].

The following are examples of different scenarios and the associated NOTAM.

For aerodromes with radio communication means of providing prior notice to the working crew on the runway, a NOTAM to advise pilots of the type of work conducted is acceptable. The way to provide the notice and the time in which the runway can be made available shall be mentioned in the NOTAM.

Example 1:
```
Q) CZ../QMRAR/IV/NBO/A/000/999/XXXXNYYYYYW005
E)RWY 02/20 AVBL 15MIN PN UNIVERSAL COM (UNICOM) 123.5MHZ DUE PAINTING
```

For aerodromes without radio communication means of providing prior notice to the crew working on the runway, a NOTAM to advise pilots of the type of work conducted is acceptable. A caution can be added in the NOTAM for pilots to verify that the runway is unobstructed prior to landing. The phrase `ACTIVATE ACFT RDO CTL AD LGT (ARCAL) xxMIN PRIOR TO LDG (or) ETA` can be added to the example.

Example 2:
```
Q) CZ../QMRHW/IV/NBO/A/000/999/XXXXNYYYYYW005
E) CRACKFILLING RWY 12/30. VERIFY RWY UNOBSTRUCTED PRIOR TO LDG
```

Example 3:
```
Q) CZ../QMRHW/IV/NBO/A/000/999/XXXXNYYYYYW005
E) MAINT CREW AND EQPT RWY 12/30. ACTIVATE ACFT RDO CTL AD LGT
   (ARCAL) 15MIN PRIOR TO LDG.
```

5.2.3.9 Take-off and Landing Restrictions (General)

A NOTAM shall be issued if take-off or landing is not authorized on a specific runway. The text of the NOTAM shall include the affected runway and, if provided, the reason for the restriction. This terminology assumes the runway is still open. If take-off and landing is not authorized from both ends of a runway, the runway is closed and the NOTAM text reads `RWY XX/YY CLSD`.

Examples:
```
Q) CZ../QMRLT/IV/NBO/A/000/999/XXXXNYYYYYW005
E) TKOF RWY 09 NOT AUTH DUE CONST
E) LDG RWY 18 NOT AUTH
E) TKOF RWY 06L AND 24R NOT AUTH WHEN RVR BLW 1200FT
```

5.2.3.10 Take-off or Landing Limitations (with Published Declared Distances)

If take-off or landing is limited to a portion of a runway for which declared distances are published, a NOTAM will be issued including the revised declared distances. If take-off and landing are not authorized in one direction of a runway, these declared distances will not be included in the NOTAM. If limited operations are permitted and landing or take-off is not authorized in one direction, the length of the closed

[16] Only an RSC NOTAM is to be issued to identify snow or ice clearing operations. A remark can be included in the RSC NOTAM stating that clearing/sweeping operations are in progress.

portion of the runway should be included and the applicable declared distances identified with the words NOT USABLE.

Example:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) FIRST 4400FT RWY XX CLSD DUE CONST.
   LDG/TKOF RWY 14 NOT AUTH. LDG RWY 32 NOT AUTH.
   DECLARED DIST WITH RWY 32 LENGTH REDUCED:
   RWY 32 TORA 3300 TODA 4284 ASDA 3300 LDA NOT USABLE
```

5.2.4 Runway Threshold

5.2.4.1 Threshold Displacement (with Published Declared Distances)

If the threshold is displaced, the NOTAM shall indicate the position of the displaced threshold, a description of the obstacle causing the displacement, if known, (including position relative to threshold and heights AGL and AMSL) and the revised declared distances.

Example:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) THR XX IS DISPLACED BY 2500FT DUE CRANE 500FT BFR THR XX AND 50FT
   NW EXTENDED RCL 60FT AGL 303FT AMSL. LGTD.
   DECLARED DIST WITH RWY XX LDG LENGTH REDUCED:
   RWY XX TORA 9000 TODA 9984 ASDA 9000 LDA 6500
   RWY YY TORA 9000 TODA 9000 ASDA 9000 LDA 9000
```

5.2.4.2 Threshold Displacement (without Published Declared Distances)

The NOTAM shall indicate the position of the displaced threshold and description of the obstacle causing the displacement (including position relative to threshold and heights AGL and AMSL).

Example:
```
Q) CZ../QMTCM/IV/NBO/A/000/999/…
E) THR XX DISPLACED BY 500FT DUE OBST 1000FT BFR THR XX ON EXTENDED
   RCL. 70FT AGL 920FT AMSL. NOT LGTD.
   USABLE RWY XX LDG LENGTH REDUCED TO 2300FT.
```

5.2.4.3 Further Threshold Displacement (Beyond Partial Closure)

If a portion of the runway is closed and the threshold of the closed portion is further displaced, the NOTAM shall include:

- the length of the closed portion
- the position of the further displaced threshold
- a description of the obstacle causing further displacement (including position relative to displaced threshold and heights AGL and AMSL)
- declared distances (if applicable)
- a mention of the markings, if available

Example:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) FIRST 1000FT RWY YY CLSD. THR YY FURTHER DISPLACED BY 1000FT DUE
   CRANE ON CLSD PORTION OF RWY 30FT AGL 151FT AMSL. NOT LGTD.
   DECLARED DIST WITH RWY XX/YY LENGTH REDUCED:
   RWY XX TORA 11675 TODA 11675 ASDA 11675 LDA 11675
   RWY YY TORA 11675 TODA 12659 ASDA 11675 LDA 10675
```

5.2.4.4 Further Threshold Displacement (Beyond the Published Displaced Threshold)

If a threshold is displaced beyond published displacement, the NOTAM shall read like the following example:

Example:
```
Q) CZ../QMDCH/IV/NBO/A/000/999/XXXXNYYYYYW005
E) THR YY IS DISPLACED BY 200FT BEYOND PUBLISHED DTHR DUE CRANE
   500FT BFR THR YY ON EXTENDED RCL 38FT AGL 592FT AMSL. MARKED
   AND LGTD BOTH SIDES RWY. FULL RWY LENGTH AVBL 10MIN PN 122.5MHZ
   DECLARED DIST WITH RWY YY LDG LENGTH REDUCED:
   RWY XX TORA 10775 TODA 10775 ASDA 10775 LDA 10640
   RWY YY TORA 10775 TODA 12104 ASDA 10775 LDA 10090
```

5.2.5 Runway Arresting Gear

A NOTAM shall be issued for the unserviceability of runway arresting gear. The text will refer to the threshold closest to where the cable is located.

Example 1:
```
Q) CZ../QMHAS/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RAG 11 U/S
```

A NOTAM should also be issued for temporary arresting gear installation. The type of the cable shall be identified.

Example 2:
```
Q) CZ../QMHCS/IV/NBO/A/000/999/XXXXNYYYYYW005
E) RAG (TYPE BAK-12) 1500FT FM THR 12
```

5.2.6 Taxiway

A NOTAM can be issued for the closure or partial closure of a taxiway. If a taxiway is closed, taxiway intersections across the closed taxiway are available unless otherwise indicated. If provided, the reason for the closure can be included.

The various ways to describe taxiway closures are not limited to the following examples.

Example 1:
```
Q) CZ../QMXLC/IV/M/A/000/999/XXXXNYYYYYW005
E) TWY A CLSD
```

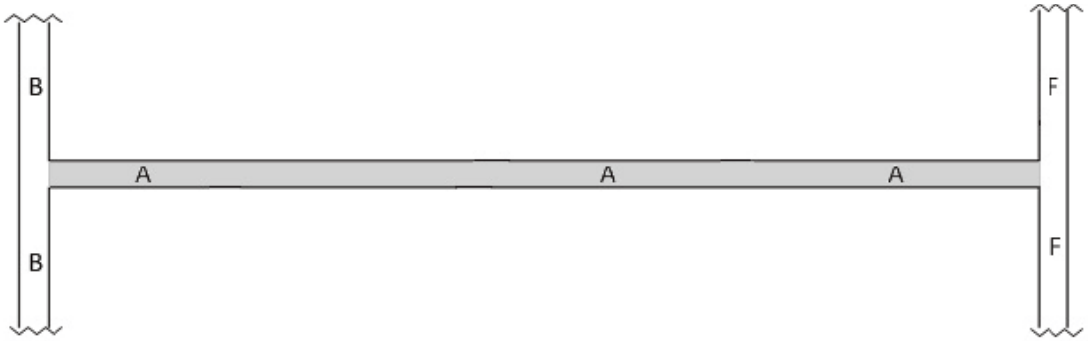


Figure 28: Graphical Representation of NOTAM for Example 1

Example 2:
```
Q) CZ../QMXLC/IV/M/A/000/999/XXXXNYYYYYW005
E) TWY A CLSD
```

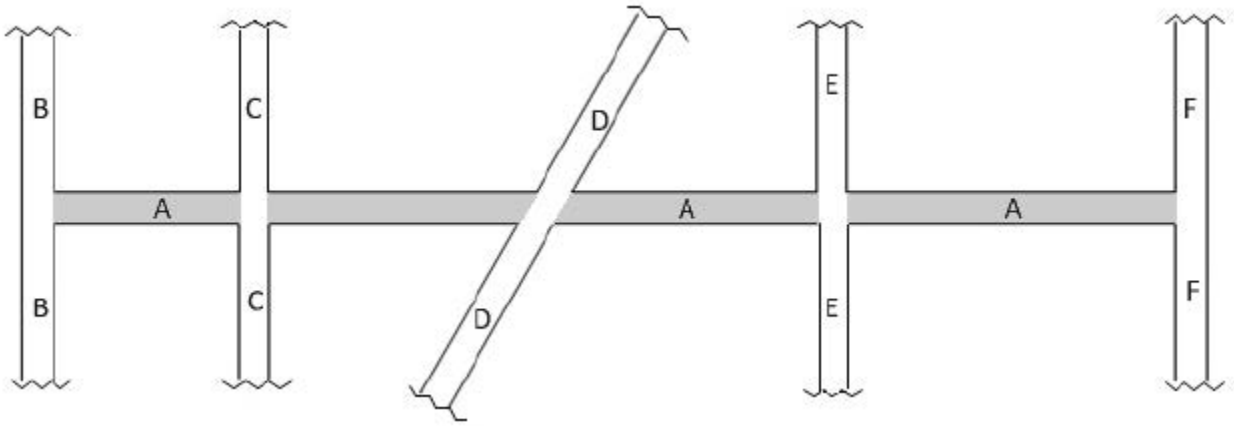


Figure 29: Graphical Representation of NOTAM for Example 2

Example 3:
```
Q) CZ../QMXLC/IV/M/A/000/999/XXXXNYYYYYW005
E) TWY A CLSD BTN TWY B AND TWY C.
   TWY A CLSD BTN TWY E AND TWY F.
```

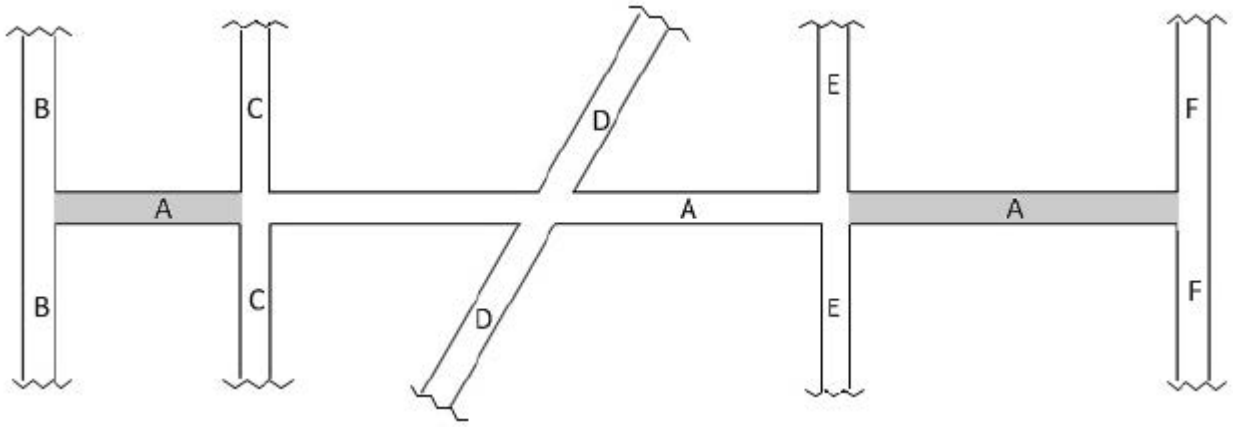


Figure 30: Graphical Representation of NOTAM for Example 3

When several taxiways and portions of taxiways are closed for the same time period, one NOTAM is issued listing full closures first then partial closures.

CAUTION: If multiple sections of one or more taxiway(s) are closed, the NOTAM may become incomprehensible and confusing. If the closures are planned, consider the issuance of an AIP Supplement which can illustrate the closure unambiguously.

5.2.7 Holding Bay

A NOTAM can be issued for the closure of a holding bay.

Example:
```
Q) CZ../QMULC/IV/NBO/A/000/999/XXXXNYYYYYW005
E) HOLDING BAY 06 CLSD
```

5.2.8 Apron

A NOTAM can be issued for the closure of an apron.

Example:
```
Q) CZ../QMNLC/IV/NBO/A/000/999/XXXXNYYYYYW005
E) APN CLSD
E) APN II CLSD
```

5.2.9 Air Traffic Services (ATS) Unit

5.2.9.1 ATS Unit Evacuation, Temporary Closure or Relocation

A NOTAM shall be issued for ATS unit evacuation, temporary closure or relocation, or for other unusual circumstances caused by the same factor. The cause is stated in the NOTAM.

The text of the NOTAM shall mention all related affected services and facilities.

The NOTAM Q-Line is determined as follows:

Traffic: IV

Purpose: NBO.

Scope: Scope AE is applied when the affected air navigation facilities and services relate to only one aerodrome.

Scope E is applied when the affected air navigation facilities and services relate to multiple aerodromes.

Lower/Upper Limits: The lower limit is 000 and the upper limit is 999.

Central Coordinates: If only one aerodrome is affected (Scope AE), use the coordinates of the affected aerodrome.

If multiple aerodromes are affected (Scope E), it is preferable to use the coordinates of a central location from all of the affected aerodromes.

If central coordinates cannot be determined, the coordinates of a known location with a larger radius can be used.

Radius: The radius varies depending on whether NAVAIDs are affected, the size of the mandatory frequency area, or the number of affected aerodromes.

If the NOTAM affects only one aerodrome (Scope AE), the Q Line radius is determined by the size of the mandatory frequency area unless NAVAIDs become unmonitored. When NAVAIDs do become unmonitored, a Q Line radius of 25NM is used (refer to Table 3 in CNOP Section 4.4.12 – *Qualifier "Geographic Reference" – Radius*). This does not apply for an ILS, localizer, or DME associated with an ILS / localizer.

If the NOTAM affects multiple aerodromes (Scope E), the Q-Line radius is determined by a radius encompassing all affected locations from the coordinates determined above. When a NAVAID is unmonitored, the Q-Line radius must also encompass a 25NM radius around the affected NAVAID, except for an ILS, localizer, or DME associated with an ILS / localizer.

If the radius cannot be determined, use 570NM as this has been established as the largest possible radius.

If a high-intensity approach lighting system exists for a given runway and is unserviceable or the intensity level cannot be changed, the NOTAM must state `APPLY PROC FOR HIGH INTST APCH LGT INOPERATIVE` and

refer to AIP AD 2.22.4 – *High-Intensity Approach Light Inoperative* (refer to section 5.7.5 – *Approach Lighting* for more detail).

Example 1:
```
M1003/19 NOTAMN
Q) CZUL/QSSLC/IV/NBO/E/000/999/5030N10000W052
A) CZWG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) BRANDON (CYBR) FSS CLSD. FREQ 122.1MHZ, 121.5MHZ, AND 243.0MHZ
   UNMONITORED, BRANDON NDB BR 233KHZ, BRANDON VOR/DME YBR 113.8MHZ/CH85X,
   ILS RWY 08 AND DME IBR 110.1MHZ/CH38X UNMONITORED,
   RVR 08 AND METAR NOT AVBL,
   ALL RWY LGT AND ALS 08 ON CONTINUOUSLY INTST 3.
   APPLY PROC FOR HIGH INTST APCH LGT INOPERATIVE (AIP AD 2.22.4).
   REMOTE AD ADVISORY SVC (RAAS) NOT AVBL: DAUPHIN (CYDN) 122.3MHZ.
```

Example 2:
```
L1009/19 NOTAMN
Q) CZVR/QSSLT/IV/NBO/AE/000/999/5315N13149W025
A) CYZP B) YYMMDDHHMM C) YYMMDDHHMMEST
E) DUE EQPT FAILURE, TERRACE RDO REMOTE COM OUTLET (RCO) 122.3MHZ AND
   296.2MHZ AT SANDSPIT AD U/S, ALL NAVAID UNMONITORED
```

When affected air navigation facilities and services relate to more than one aerodrome, the information can be issued in one NOTAM under the appropriate FIR or in two different NOTAMs: one under the affected aerodrome, with the information related to that site, and the other under the appropriate FIR or under another aerodrome if the remaining of the information pertains to only that other aerodrome.

Example 3:
```
N1005/19 NOTAMN
Q) CZUL/QSSLC/IV/NBO/E/000/999/5009N06251W246
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) MONT-JOLI (CYYY) FSS CLSD MONT-JOLI METAR AND RVR 06 NOT AVBL,
   RWY LGT AND ALS ON CONTINUOUSLY INTST 5 BAIE-COMEAU RVR 10 NOT AVBL
   FREQ 122.1MHZ AND 121.5MHZ UNMONITORED
   NAVAID UNMONITORED: MONT-JOLI LOC RWY 06 BAIE-COMEAU ILS RWY 10
   REMOTE AD ADVISORY SVC (RAAS) NOT AVBL:
   BAIE-COMEAU 118.3MHZ, GASPE (MICHEL-POULIOT) 122.3MHZ,ILES-DE-LA-
   MADELEINE 123.15MHZ, LOURDES-DE-BLANC-SABLON 122.0MHZ
```

Example 4:
```
N1025/19 NOTAMN
Q) CZUL/QSSLC/IV/NBO/AE/000/999/5013N06616W025
A) CYZV B) YYMMDDHHMM C) YYMMDDHHMMEST
E) FSS EVACUATED FREQ 121.5MHZ, 243.0MHZ, 118.1MHZ AND ALL
   NAVAIDS UNMONITORED. ALL RWY LGT AND ALS 09, 27, 31 ON CONTINUOUSLY
   INTST 3. APPLY PROC FOR HIGH INTST APCH LGT INOPERATIVE (AIP AD 2.22.4).
```

Example 5:
```
N1025/19 NOTAMN
Q) CZUL/QSSLC/IV/NBO/E/000/999/4846N06236W115
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILES-DE-LA-MADELEINE (CYGR) FSS EVACUATED ILES-DE-LA-MADELEINE METAR,
   RVR 07 AND 16 NOT AVBL RWY LGT AND ALS ON CONTINUOUSLY INTST 5
   FREQ 123.15MHZ AND 121.5MHZ UNMONITORED
   NAVAIDS UNMONITORED: GRINDSTONE DME YGR 112.0MHZ/CH75X AND LOC RWY 07
   HAVRE ST-PIERRE NDB YGV 344KHZ NATASH VOR/DME YNA 133.6MHZ CH83X
   REMOTE AD ADVISORY SVC (RAAS) NOT AVBL:
   HAVRE ST-PIERRE 122.0MHZ NATASHQUAN 122.2MHZ
```

When an ATS unit is temporarily relocated, the NOTAM shall indicate the new location if required and list the impact on services and equipment.

Example 6:
```
F1009/19 NOTAMN
Q) CZEG/QSTXX/IV/NBO/AE/000/046/5319N11335W007
A) CYEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) TWR RELOCATED TO 531842N 1133506W (PLH FUEL SVC BLDG).
   TWR VISUAL SIGNALS, RVR AND WIND DATA INFO NOT AVBL.
   RADAR, FREQ 124.1MHZ,121.5MHZ, 127.4MHZ, 275.6MHZ AND 381.2MHZ
   U/S. RWY 12/30, TWY A, A1, A2, A3 AND A4 NOT VISIBLE FM LOCATION.
   EXP DLA <quantify delay and include any restrictions/limitations>
```

5.2.9.2 ATS Unit, CARS and UNICOM – Hours of Operation

For an ATS Unit, a NOTAM can be issued when hours of operations are changing temporarily. For a CARS a NOTAM shall be issued to indicate when the CARS operates at different hours from the published hours.

When there could be a misunderstanding, the text shall indicate when it is open and when it is closed.

If the change is for a week or longer, or if the NOTAM refers to a permanent amendment to publications, the text shall only indicate when the unit is open.

When hours of operations are not published, a NOTAM cannot be issued to change those hours.

Example1:
```
M1009/19 NOTAMN
Q) CZWG/QSTAH/IV/BO/AE/000/040/4954N09816W010
A) CYPG B) YYMM032300 C) YYMM032359
E) TWR HR OF OPS EXTENDED
```

Example 2:
```
N1009/19 NOTAMN
Q) CZUL/QSFLC/IV/B/A/000/999/5918N06936W005
A) CYLA B) YYMMDDHHMM C) YYMMDDHHMM
E) COMMUNITY AD RDO STATION (CARS) CLSD.
```

Example 3:
```
L1009/19 NOTAMN
Q) CZEG/QSFAH/IV/B/A/000/999/7626N08254W005
A) CYGZ B) YY02041300 C) YY02282100
E) COMMUNITY AD RDO STATION (CARS) HR OF OPS:
   TUE THU SAT 1300-2100.
```

Example 4: The start and end date crosses the date change for daylight saving time:

```
N1009/20 NOTAMN
Q) CZUL/QSFAH/IV/B/A/000/999/5632N07631W005
A) CYMU B) 2002250300 C) 2004102359
E) COMMUNITY AD RDO STATION (CARS) HR OF OPS: MON–FRI 1400–2000 (DAYLIGHT
   SAVING TIME 1300–1900).
```

5.2.10 Reduced System Capacity

A NOTAM shall be issued if restrictions or delays are anticipated due to reduced system capacity. The restrictions or maximum anticipated delays shall be included. For example:

- [TYPE OF FLT] NOT AUTH (OR) PPR
- [TYPE OF FLT] MAY BE DENIED ENTRY IN [AIRSPACE]
- [TYPE OF FLT] CAN ANTICIPATE ALTERNATE ROUTING AND/OR ALT
- [TYPE OF FLT] CAN ANTICIPATE DLA OF UP TO XXMIN
- [TYPE OF FLT] REQUESTED TO REMAIN CLR OF [AIRSPACE]

Example 1:
```
F1009/19 NOTAMN
Q) CZVR/QXXXX/IV/NBO/E/000/999/4912N12311W500
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) DUE TO REDUCED SYSTEM CAPACITY AND ANTICIPATED TFC DEMANDS, IFR
   ACFT CAN EXP DEP/ARR DLA OF UP TO 45MIN AT VANCOUVER INTL. ACFT
   INBOUND TO CYVR FM LOCATIONS OF LESS THAN 500NM CAN ANTICIPATE
   GROUND DLA OF UP TO 45MIN. IFR TRAINING FLT NOT AUTH AT CYYJ,
   CYCD AND CYXX. VFR ACFT CAN ANTICIPATE RESTRICTIONS
```

Example 2:
```
F1009/19 NOTAMN
Q) CZVR/QATLT/V/NBO/E/025/125/4839N12326W028
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) DUE TO REDUCED SYSTEM CAPACITY AND ANTICIPATED TFC DEMANDS, VFR
   TFC PLANNED ABV 2500FT AMSL MAY ANTICIPATE ALTERNATE ROUTING
   AND/OR ALT IN VICTORIA TERMINAL CLASS C AIRSPACE
```

Example 3:
```
F1009/19 NOTAMN
Q) CZVR/QXXXX/I/NBO/E/000/999/5205N12506W999
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) DUE TO REDUCED SYSTEM CAPACITY AND ANTICIPATED TFC DEMANDS,
   INTL IFR FLT TRANSITTING VANCOUVER FIR FM SEATTLE, OAKLAND AND
   ANCHORAGE AIRSPACE MAY BE SPACED UP TO 45NM IN TRAIL WITH
   ANTICIPATED DLA OF UP TO 20MIN. DOM IFR FLT ALONG W COAST AND TO
   NORTHERN AD CAN ANTICIPATE GROUND OR AIRBORNE DLA OF UP TO 45MIN
```

Example 4:
```
F1009/19 NOTAMN
Q) CZEG/QXXXX/I/NBO/E/000/999/5946N11800W700
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) DUE TO REDUCED SYSTEM CAPACITY IN EDMONTON ACC, ALL WESTBOUND
   ACFT ORIGINATING IN EUROPE DESTINED TO UNITED STATES OF AMERICA
   LOWER 48 STATES OR CANADA SHALL ARRANGE FLT TO BE S OF NCA22
   WESTBOUND NO LATER THAN 0230 OR REMAIN CLR OF THE CZEG FIR E OF
   105W
```

Example 5:
```
M1009/19 NOTAMN
Q) CZYZ/QXXXX/IV/NBO/A/000/999/4458N07918W005
A) CYQA B) YYMMDDHHMM C) YYMMDDHHMMEST
E) DUE TO REDUCED SYSTEM CAPACITY ANTICIPATE UP TO 30MIN DLA FOR
   REMOTE AD ADVISORY SVC
```

Example 6:
```
F1009/19 NOTAMN
Q) CZVR/QATLT/V/NBO/AE/000/999/4945N12457W036
A) CYQQ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) DUE TO REDUCED SYSTEM CAPACITY VFR FLT FLW NOT AVBL WITHIN
   COMOX MIL TERMINAL CONTROL AREA (MTCA)
```

Other examples related to reduced system capacity at an aerodrome:

Examples 7:
```
K1009/19 NOTAMN
Q) CZUL/QFALT/V/NBO/A/000/999/4518N07317W005
A) CYJN B) YYMMDDHHMM C) YYMMDDHHMM
E) VFR CIRCUITS NOT AUTH
E) VFR TRAINING NOT AUTH
E) FLT TRAINING NOT AUTH
E) PHOTO FLT NOT AUTH
```

5.2.11 Runway Re-designation

When a runway re-designation occurs on a date other than an AIRAC date or on an AIRAC date and products have not been updated, a NOTAM will be issued as per the following example:

Example 1:
```
Q) CZ../QMRCL/IV/NBO/A/000/999/XXXXNYYYYYW005
E) AMEND PUB: RWY 17/35 REDESIGNATED 16/34
```

If instrument procedures are associated with the re-designated runway, the NOTAM will include a reference:

Example 2:
```
Q) CZ../QMRCL/IV/NBO/A/000/999/XXXXNYYYYYW005
E) AMEND PUB: RWY XX/YY REDESIGNATED WW/ZZ
   INSTR PROC REF:
   RWY XX ARE NOW FOR USE ON RWY WW
   RWY YY ARE NOW FOR USE ON RWY ZZ
```

5.3 NAVAIDs and IFR Procedures

5.3.1 NAVAID and Approach Aid

A NOTAM must be issued for the unserviceability of a NAVAID, only if the NAVAID is located in Canada or St-Pierre and Miquelon.

For the following NAVAID types the scope of the NOTAM is AE when Item A) is an aerodrome. When Item A) is an FIR the scope of the NOTAM is E:

- VOR
- TACAN
- NDB
- VOR/DME
- VORTAC
- DME not associated with an ILS

For the following approach aid types, the scope of the NOTAM is always A and Item A) is always an aerodrome :

- ILS
- Localizer
- DME associated with an ILS or localizer.

The Q-Line must be populated with the affected NAVAID or approach aid coordinates.

For information regarding the radius to be used, refer to Table 3 in Section 4.4.12 – *Qualifier "Geographic Reference" – Radius*.

For Item A), an enroute NAVAID not published in the Aerodrome/Facility Directory of the CFS will be issued under the appropriate FIR. The FIR identifier must be included in Item A).

When a NAVAID is published in the Aerodrome/Facility Directory of the CFS Item A) must be the applicable aerodrome.

Item A) must never be a water aerodrome or a heliport.

When a NAVAID is published under more than one aerodrome, the following criteria is used (this criteria does not apply for NOTAM regarding NAVAIDs at St-Pierre and Miquelon).

The ***first*** met criteria determines the aerodrome entry for Item A):

1) If the NAVAID identifier matches either the last two or three characters of an aerodrome location indicator (depending on the number of characters in the NAVAID identifier), then the NOTAM is published under that aerodrome.

2) If the aerodromes have different dissemination categories, the NOTAM is published under the aerodrome with the highest dissemination category.

3) If only one aerodrome location indicator begins with “CY”, then the NOTAM is published under the aerodrome whose location indicator begins with “CY”.

4) If none of the above apply, then the NOTAM is published under the closest aerodrome.

In Item E) for the NOTAM text, the name of the NAVAID must be included at the beginning of the text followed by the type, the NAVAID indicator, the frequency and the status.

Example:
```
M1106/19 NOTAMN
Q) CZYZ/QNMAS/IV/BO/E/000/999/4420N07742W025
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) CAMPBELLFORD VOR/DME YCF 113.5MHZ/CH82X U/S
```

5.3.2 DND NAVAID Available for Canadian Military Use Only

A serviceable DND NAVAID may be advertised for its availability to the Canadian Forces only with the wording `FOR CANADIAN MIL USE ONLY`. The NOTAM can be issued without the word `CANADIAN` if any military aircraft can use the facility.

Example:
```
E1129/19 NOTAMN
Q) CZUL/QICXX/I/NBO/A/000/999/4820N07100W005
A) CYBG B) YYMMDDHHMM C) YYMMDDHHMM
E) ILS RWY 29 AVBL FOR CANADIAN MIL USE ONLY
```

5.3.3 Unmonitored NAVAID

A NOTAM shall be issued if a NAVAID becomes unmonitored. The term `UNMONITORED` shall be used.

Example 1:
```
H1144/19 NOTAMN
Q) CZQM/QNBXX/IV/BO/AE/000/999/4613N05959W025
A) CYQY B) YYMMDDHHMM C) YYMMDDHHMMEST
E) SYDNEY NDB QY 263KHZ UNMONITORED
```

If the monitoring of several NAVAIDs is lost, and those NAVAIDs, located at different sites, are monitored by one site, the status of those NAVAIDs can be issued in a single NOTAM under the appropriate FIR using Scope E.

Example 2:
```
F1125/19 NOTAMN
Q) CZEG/QNMXX/IV/BO/E/000/999/6321N09535W513
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) NAVAIDS UNMONITORED DUE ACC EQPT FAILURE:
   BAKER LAKE VOR/DME YBK 114.5MHZ/CH92X,
   HALL BEACH VOR/DME YUX 117.3MHZ/CH120X,
   KEY LAKE VOR/DME YKJ 115.3MHZ/CH100X
```

5.3.4 NAVAID Operating at Reduced Power

A NOTAM shall be issued if a NAVAID operates at 50 per cent or less than its nominal power.

Example:
```
N1134/19 NOTAMN
Q) CZQX/QNBXX/IV/BO/AE/000/999/5505N05911W025
A) CYFT B) YYMMDDHHMM C) YYMMDDHHMMEST
E) MAKKOVIK NDB YFT 339KHZ OPR 50 PCT PWR OR LESS
```

5.3.5 Facility ON TEST

The phrase ON TEST DO NOT USE may only be used when a newly installed approach lighting system not yet published and whose operation is not controlled from an air/ground communication facility is being flight checked.

A NOTAM stating ON TEST DO NOT USE should not be issued more than 24 hours prior to the beginning of the test or flight-check.

The fourth and fifth letters of the Q-Code will be CT (On test, do not use).

5.3.6 NAVAID Rotation

For NAVAID rotations, one NOTAM will be issued with scope:

- AE if the NAVAID serves for aerodrome instrument procedures and enroute radials, Item A) will include the aerodrome location indicator;
- A if the NAVAID serves solely for approaches, not associated to any route; or
- E if the NAVAID is not published under an aerodrome in the CFS, Item A) will include the FIR(s) impacted.

If the NAVAID rotation does not coincide with a publication date, the NOTAM will include the time of the rotation in Item B). Item C) will state PERM.

Example:
```
G1123/19 NOTAMN
Q) CZWG/QNVXX/IV/BO/AE/000/999/4955N09957W025
A) CYBR B) YYMMDDHHMM C) PERM
E) BRANDON VOR YBR 113.8MHZ ROTATION, ADD 5DEG TO ALL PUBLISHED
   INSTR PROC AND ENROUTE RDL ASSOCIATED WITH YBR. SPECIFIC RDL
   ISSUED BY ATC SHALL BE ADHERED TO AS PER THE RECEIVED AND
   ACKNOWLEDGED CLR.
```

5.3.7 ILS

A NOTAM must be issued for an instrument landing system when one of the following occurs:

- The glide path and localizer of an ILS fails

Example 1:
```
C1145/19 NOTAMN
Q) CZEG/QICAS/I/NBO/A/000/999/5319N11335W005
A) CYEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS RWY 12 U/S
```

- The glide path component of an ILS fails and the localizer is still operational (only the glide path is deemed unserviceable).

Example 2:
```
I1105/19 NOTAMN
Q) CZVR/QIGAS/I/NBO/A/000/999/5041N12722W005
A) CYZT B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS GP RWY 11 U/S
```

- The localizer component of an ILS fails (the whole ILS is considered unserviceable).

Example 3:
```
C1143/19 NOTAMN
Q) CZEG/QICAS/I/NBO/A/000/999/5107N11401W005
A) CYYC B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS RWY 35L U/S
```

- Separate ILS serving opposite ends of runway fail simultaneously (both ILS are mentioned in the NOTAM).

Example 4:
```
C1145/19 NOTAMN
Q) CZEG/QICAS/I/NBO/A/000/999/5319N11335W005
A) CYEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS RWY 12 AND RWY 30 U/S
```

- A NOTAM can also be issued if signal fluctuations appear on a glide path.

Example 5:
```
O1109/19 NOTAMN
Q) CZEG/QIGLS/I/NBO/A/000/999/5639N11113W005
A) CYMM B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS GP RWY 25 SIGNAL FLUCTUATIONS
```

The identification or the frequency of the ILS or glide path must not be mentioned in the text.

Note that it is not necessary to specify the ILS approach category (e.g., CAT II or III) when an ILS is out of service because the same equipment is used for all categories.

5.3.8 Localizer

When a localizer is not associated with an ILS, the term LOC is used. If the localizer is associated with a runway, as stated in publications, the runway number shall be included. The identification or the frequency of the localizer shall not be mentioned in the text.

Example:
```
Q1102/19 NOTAMN
Q) CZUL/QINAS/I/NBO/A/000/999/5127N05711W005
A) CYBX B) YYMMDDHHMM C) YYMMDDHHMM
E) LOC RWY 05 U/S
```

5.3.9 TACAN/VORTAC

A TACAN and a VORTAC have split capabilities: they are able to give azimuth and DME information simultaneously, or either one separately.

If the VOR and TACAN of a VORTAC are unserviceable, the frequency and channel are included.

Example 1:
```
G1122/19 NOTAMN
Q) CZWG/QNTAS/IV/BO/AE/000/999/5020N10534W025
A) CYMJ B) YYMMDDHHMM C) YYMMDDHHMM
E) MOOSE JAW VORTAC YMJ 113.4MHZ/CH81X U/S
```

If the VOR of a VORTAC is unserviceable, the VOR frequency is included.

Example 2:
```
F1113/19 NOTAMN
Q) CZEG/QNVAS/IV/BO/AE/000/999/6228N11426W025
A) CYZF B) YYMMDDHHMM C) YYMMDDHHMM
E) YELLOWKNIFE VOR YZF 115.5MHZ U/S
```

If both the azimuth and DME of a stand-alone TACAN, or of a TACAN portion of a VORTAC, are unserviceable, the channel and associated VHF frequency is included.

Example 3:
```
F1125/19 NOTAMN
Q) CZEG/QNNAS/IV/BO/AE/000/999/5425N11018W025
A) CYOD B) YYMMDDHHMM C) YYMMDDHHMM
E) COLD LAKE TACAN UOD 113.5MHZ/CH82X U/S
```

For VORTAC or stand-alone TACAN, if only one portion of the TACAN, azimuth or DME is unserviceable, a statement about the serviceability of the other portion of the TACAN shall be included.

Example 4:
```
G1123/19 NOTAMN
Q) CZYZ/QNNAS/IV/BO/AE/000/999/4407N07732W025
A) CYTR B) YYMMDDHHMM C) YYMMDDHHMM
E) TRENTON TACAN UTR 109.7MHZ/CH34X AZM U/S, DME AVBL
```

Example 5:
```
H1141/19 NOTAMN
Q) CZUL/QNNAS/IV/BO/AE/000/999/4820N07100W025
A) CYBG B) YYMMDDHHMM C) YYMMDDHHMM
E) BAGOTVILLE TACAN XBG 111.8MHZ/CH55X DME U/S, AZM AVBL
```

If the azimuth or DME of a TACAN is unserviceable and the other is unmonitored, use this syntax:

Example 6:
```
M1141/19 NOTAMN
Q) CZWG/QNNXX/IV/BO/AE/000/999/4822N08920W025
A) CYQT B) YYMMDDHHMM C) YYMMDDHHMM
E) MCKAY TACAN UAU 112.5MHZ/CH72X AZM U/S, DME UNMONITORED
```

5.3.10 VOR/DME

A NOTAM addressing a VOR/DME outage shall include name, VOR/DME, identifier, frequency and channel. If only one portion of the VOR/DME fails, it shall be considered as a single NAVAID failure (refer to sections 5.3.11, *VOR* or 5.3.12, *DME*).

Example:
```
N1103/19NOTAMN
Q) CZUL/QNMAS/IV/BO/AE/000/999/4810N07749W025
A) CYVO B) YYMMDDHHMM C) YYMMDDHHMM
E) VAL-D'OR VOR/DME YVO 113.7MHZ/CH84X U/S

   FR:
   VAL-D'OR VOR/DME YVO 113.7MHZ/CH84X U/S
```

5.3.11 VOR

A NOTAM addressing a VOR outage shall include the NAME, identifier, VOR and frequency.

Example:
```
H1109/19 NOTAMN
Q) CZUL/QNVAS/IV/BO/AE/000/999/6345N06828W025
A) CYFB B) YYMMDDHHMM C) YYMMDDHHMM
E) FROBAY VOR YFB 117.4MHZ U/S
```

5.3.12 DME

A NOTAM addressing a DME outage shall include the name, the identifier DME, the associated VHF frequency and the channel (including the channel mode: X or Y).

Example 1:
```
F1125/19 NOTAMN
Q) CZEG/QNDAS/IV/BO/AE/000/999/7444N09455W025
A) CYRB B) YYMMDDHHMM C) YYMMDDHHMM
E) RESOLUTE BAY DME YRB 112.1MHZ/CH58X U/S
```

Example 2:
```
D1140/19 NOTAMN
Q) CZYZ/QIDAS/I/NBO/A/000/999/4340N07937W005
A) CYYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) TORONTO DME IJS 109.1MHZ/CH28X U/S
```

5.3.13 NDB

A NOTAM addressing an NDB outage shall include the name, identifier, NDB and frequency.

Example:
```
H1102/19 NOTAMN
Q) CZUL/QNBAS/IV/BO/AE/000/999/4516N07534W025
A) CYOW B) YYMMDDHHMM C) YYMMDDHHMM
E) GREELY NDB YRR 377KHZ U/S
```

5.3.14 NAVAID Identification Synchronism

A NOTAM is issued when paired identification signals are not synchronized.

Example 1:
```
I1101/19 NOTAMN
Q) CZEG/QICXX/I/NBO/A/000/999/6818N13330W005
A) CYEV B) YYMMDDHHMM C) YYMMDDHHMMEST
E) INUVIK LOC IEV AND DME MORSE CODE IDENT PAIRING NOT SYNCHRONIZED
```

Example 2:
```
G1102/19 NOTAMN
Q) CZWG/QNTXX/IV/NBO/AE/000/999/4956N09714W025
A) CYWG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) WINNIPEG VOR AND TACAN YWG MORSE CODE IDENT PAIRING NOT
   SYNCHRONIZED
```

5.3.15 Instrument Departure Procedures

When there is a change to an instrument departure procedure, the NOTAM must include the name of the departure or specify the affected runway(s) if the procedure doesn't have a name. Only the instrument procedure design unit can originate these NOTAMs.

If a departure has not been assessed for obstacles, the wording should include the necessary pilot actions.

Example:
```
(I0792/23 NOTAMR I7123/22
A) CYCG B) 2302271636 C) 2305261700EST
E) AD CHART: DEP PROC: RWY 15/33 NOT ASSESSED. PILOT RESPONSIBLE FOR OBST
   AND TERRAIN AVOIDANCE.
```

5.3.16 Published Instrument Approaches

A change to information for an approach shall include the name of the approach. Only the responsible instrument procedure design unit can originate these NOTAMs.

Each approach chart is considered a separate procedure. If multiple approach charts are affected, they must each be identified separately using the procedure identification on the approach chart.

Example 1:

```
J1125/19 NOTAMN
Q) CZYZ/QPMCH/I/NBO/A/000/999/4308N08020W005
A) CYFD B) YYMMDDHHMM C) YYMMDDHHMMEST
E) NDB RWY 05 APCH:
   NDB MINIMA ALL CAT TO READ 1320 (505) 1 1/2
```

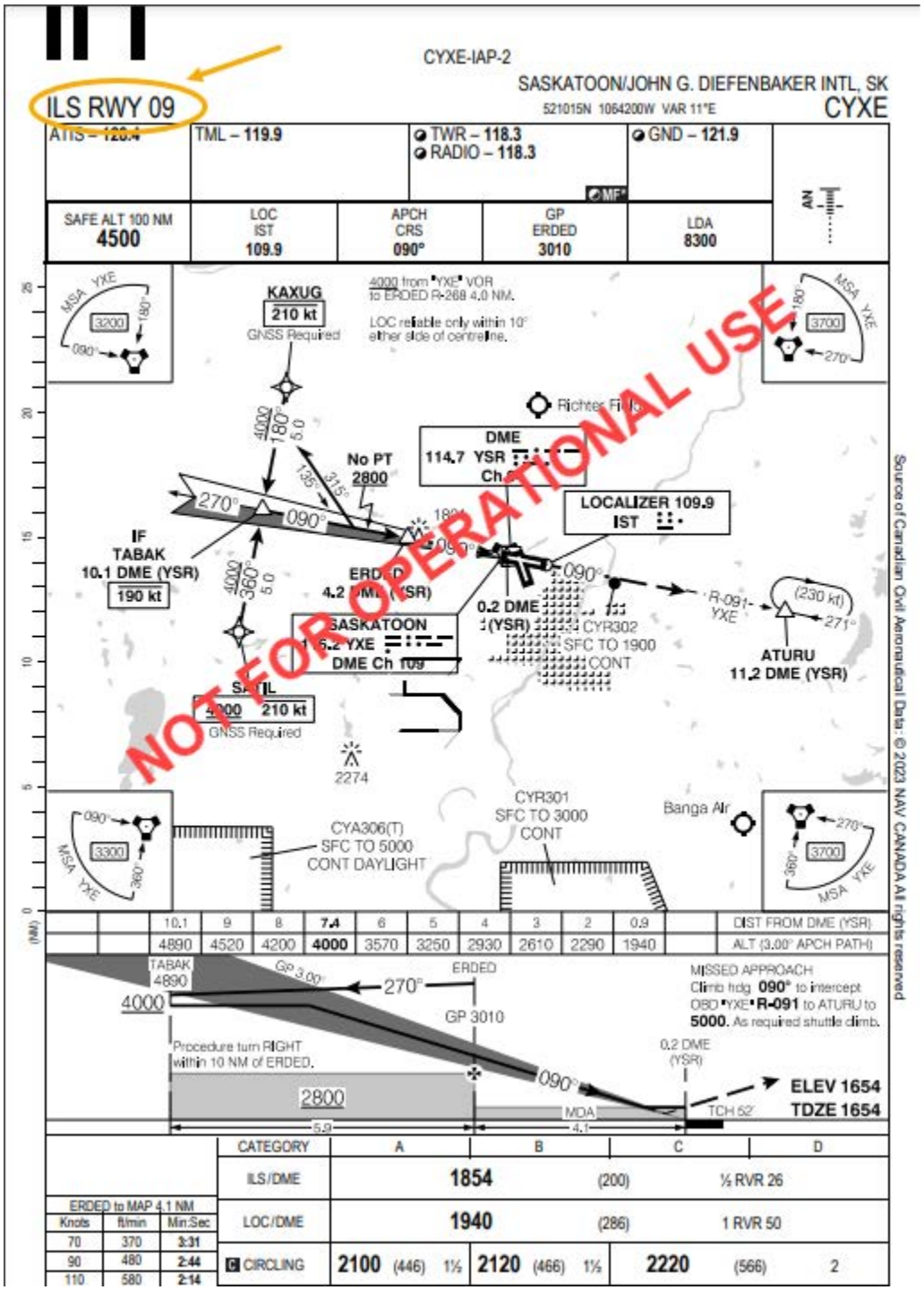


Figure 31: The location of the procedure identification on Instrument Approach Chart

Multiple approaches are often shown on the same instrument approach chart when the procedures share common characteristics. One example of this occurring is with localizer approaches where an ILS approach is also published. If a situation occurs where one approach is affected and another approach is not, this is identified by specifying the affected minima.

The example below shows that only the ILS/DME approach minima is affected and the approach minima for the LOC/DME and Circling procedures listed on the chart are still authorized:

Example 2:
```
K2377/23 NOTAMN
Q) CZQM/QPMCH/I/NBO/A/000/999/4552N06632W005
A) CYFC B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS RWY 09 APCH:
   ILS/DME MINIMA: NOT AUTH
```

When a procedure encompasses more than one line of minima and all minima are not authorized, a NOTAM will be issued referencing the procedure identification on the chart and stating "`ALL MINIMA: NOT AUTH`".

Example 3:
```
J2543/23 NOTAMN
Q) CZWG/QPIAU/I/NBO/A/000/999/5210N10642W005
A) CYXE B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS RWY 09 APCH: ALL MINIMA: NOT AUTH
```

5.3.16.1 ILS CAT II or III Instrument Approach Procedures

An ILS CAT II and/or III instrument approach procedure is considered a separate procedure from an ILS CAT I instrument approach procedure as they appear on different approach charts. If it is necessary to issue a NOTAM to change or "not authorize" these procedures at the same time, the ILS CAT I and ILS CAT II and/or ILS CAT III procedures must be specified separately.

Downgrade Due to Equipment Failure or Malfunction

A NOTAM must be issued when a CAT II or III procedure is temporarily not authorized due to equipment failure or malfunction with the exception of the glide path and localizer[17]. The reason(s), as follows, must be included in the text:

- CAT II/III approach, runway or essential taxiway lighting unserviceability
- RVR unavailability appropriate to the category[18]
- Commercial or standby power unserviceability
- ILS outside CAT II/III tolerances[19]
- downgrade of ILS equipment such that it cannot support CAT II/III operations

Example 1:
```
C1131/19 NOTAMN
Q) CZVR/QPIAU/I/NBO/A/000/999/4912N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS CAT II AND III APCH RWY 26R NOT AUTH. RVR A 26R NOT AVBL
```

[17] If the glide path or localizer fails, this is an equipment outage that affects the ILS system. Therefore, the NOTAM would read ILS GP RWY XX U/S or ILS RWY XX U/S. (Refer to CNOP 5.3.7- *ILS*).

[18] Two RVR sensors are required for each CAT II/III runway, one near the touchdown point, designated the "A" system, and one near the mid-point, normally half-way down the runway, designated the "B" system. In addition to the aforementioned requirements for CAT II, an additional RVR sensor designated as the "C" system, located near the rollout end of the runway is required for CAT III operations.

[19] The reasons for the ILS to be outside CAT II/III tolerances can be caused, for example, by a significant change in ground conditions (ice or snow) since the last flight inspection. The definition of "significant change" is left to individual aerodrome electronic maintenance staff.

Example 2:
```
C1132/19 NOTAMN
Q) CZVR/QPIAU/I/NBO/A/000/999/4912N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS CAT III APCH RWY 26R NOT AUTH. ILS OUTSIDE CAT III TOLERANCES
```

Example 3:
```
C1133/19 NOTAMN
Q) CZVR/QPIAU/I/NBO/A/000/999/4912N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS CAT II AND III APCH RWY 26R NOT AUTH. GP ANGLE REPORTED HIGH
   BY PILOTS
```

Downgrade Due to Instrument Flight Procedure (IFP) Criteria Provisions

A NOTAM must be issued when a CAT II or III approach is downgraded due to instrument approach procedure criteria (TP 308) provisions such as, but not limited to, runway certification changes, penetration of the protected surfaces due to a temporary obstacle or due to a delay on the annual or routine flight inspection of more than 30 days. The reason, if provided, shall be included in the NOTAM.

Example 1:
```
C1134/19 NOTAMN
Q) CZVR/QPIAU/I/NBO/A/000/999/4912N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMM
E) ILS CAT III APCH RWY 26R NOT AUTH. DOWNGRADED TO CAT II
```

Example 2:
```
C1135/19 NOTAMN
Q) CZVR/QPIAU/I/NBO/A/000/999/4912N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS CAT II AND III APCH RWY 26R NOT AUTH DUE DLA IN FLT
   INSPECTION.
```

Example 3:
```
C1136/19 NOTAMN
Q) CZVR/QPIAR/I/NBO/A/000/999/4912N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ILS CAT II AND III APCH RWY 26R NOT AUTH DUE CONST.
   AUTH AVBL 2HR PN (555)555-5555
```

5.3.16.2 Published Instrument Approaches and Changes to Runway Certification

If a precision or non-precision runway at a certified aerodrome no longer meets the certification requirements according to *Aerodrome Standards and Recommended Practices – TP312*, the approach minima of an associated instrument approach procedure may be affected. Therefore, the aerodrome operator must immediately advise the responsible instrument procedure design unit of this situation using the AIM Data Collection contact information. If the situation occurs after hours and is urgent, the NOTAM Office can be contacted as an alternative to relay the message to the instrument procedure design unit (refer to section 1.6, *International NOTAM Office*). **It is imperative that the aerodrome operator explicitly mention that the requested NOTAM is due to a change in runway certification so that appropriate action can be taken** (refer to section 5.3.16, *Published Instrument Approaches* and 5.3.16.1, ILS CAT II or III Instrument Approach Procedures).

5.3.16.3 Instrument Flight Procedures NOTAM for Forest Fires

When a NOTAM is issued for instrument flight procedures **solely** due to airspace restrictions issued under CAR 601.16 by the minister, the NOTAM can state that exceptions are permitted when operating under Canadian Aviation Regulations (CAR) 601.17. This is to ensure understanding that the affected instrument flight procedures can still be used by those supporting fire control operations.

Example:
```
Q) CZ../QPIAU/…
E) DUE FOREST FIRE:
   LOC RWY XX APCH: NOT AUTH EXC WHEN OPR UNDER CANADIAN AVIATION REGULATION
   (CAR) 601.17

RNAV (GNSS) RWY XX APCH: NOT AUTH EXC WHEN OPR UNDER CANADIAN AVIATION REGULATION
(CAR) 601.17

RNAV (GNSS) RWY YY APCH: NOT AUTH EXC WHEN OPR UNDER CANADIAN AVIATION REGULATION
(CAR) 601.17
```

If contact information for authorization is available, it is to be included after the instrument procedure restrictions:

Example:
```
Q) CZ../QPIAU/…
E) DUE FOREST FIRE:
   LOC RWY XX APCH: NOT AUTH EXC WHEN OPR UNDER CANADIAN AVIATION REGULATION
   (CAR) 601.17

RNAV (GNSS) RWY XX APCH: NOT AUTH EXC WHEN OPR UNDER CANADIAN AVIATION REGULATION
(CAR) 601.17

RNAV (GNSS) RWY YY APCH: NOT AUTH EXC WHEN OPR UNDER CANADIAN AVIATION REGULATION
(CAR) 601.17

FOR AUTH CTC CONTROLLING AGENCY, REGIONAL DUTY OFFICER XXX-XXX-XXXX
```

5.3.17 Low or Reduced Visibility Procedures

A NOTAM pertaining to low visibility procedures and reduced visibility procedures should be issued for aerodromes where such procedures are published if one of the following is out of service. The NOTAM shall state the reason.

Airport Surface Detection Equipment (ASDE)

NOTAM shall not be issued for ASDE unserviceability unless the ASDE is part of low visibility procedures.

Example 1:
```
D1110/19 NOTAMN
Q) CZYZ/QFAXX/IV/NBO/A/000/999/4341N07938W005
A) CYYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) LOW VIS PROC NOT AUTH.
   AIRPORT SFC DETECTION EQPT U/S
```

Stop Bar/Runway Guard Light System

Example 2:
```
D1110/19 NOTAMN
Q) CZYZ/QMOXX/IV/NBO/A/000/999/4341N07938W005
A) CYYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) LOW VIS PROC NOT AUTH.
   STOP BARS AND RWY GUARD LGT SYSTEM TWY J AND N U/S.
```

Example 3:
```
K1109/19 NOTAMN
Q) CZQX/QMOXX/IV/NBO/A/000/999/4617N06307W005
A) CYYT B) YYMMDDHHMM C) YYMMDDHHMMEST
E) REDUCED VIS PROC NOT AUTH.
   STOP BARS AND RWY GUARD LGT SYSTEM TWY D, G AND J U/S.
```

Surface Guidance and Control System

This includes taxiway centreline lights, taxiway intersection lights, and stop bars/runway guard lights. If only one portion of the system is unserviceable, the whole system is shut off.

Example 4:
```
D1113/19 NOTAMN
Q) CZYZ/QFAXX/IV/NBO/A/000/999/4341N07938W005
A) CYYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) LOW VIS PROC NOT AUTH. SFC GUIDANCE AND CTL U/S.
```

Runway Not Available

When the ability to operate in a low visibility procedure only on a certain runway is not available, the NOTAM on the low visibility procedure would refer to that particular runway. For such possibility, the identified runway low visibility procedure for each of these runways has to be published as such.

Example 5:
```
D1114/19 NOTAMN
Q) CZYZ/QMOXX/IV/NBO/A/000/999/4341N07938W005
A) CYYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) LOW VIS PROC RWY 05 NOT AUTH. STOP BARS TWY H AND J U/S.
```

When one element of the surface guidance and control system used for the low visibility procedure is unserviceable, such as taxiway centreline lights or taxiway intersection lights, but an alternate routing is available, then the NOTAM would only mention the element unserviceability without referring to the low visibility procedure.

5.3.18 RVR Sensor

A NOTAM shall be issued when an RVR sensor fails resulting in the RVR reading not being available. The runway and, if applicable, the alpha designator associated with the sensor, shall be indicated in the text. If the sensor fails at a site where an ILS CAT II or III approach exists, only one NOTAM is issued using the first example of section 5.3.15.1, *Downgrade Due to Equipment Failure or Malfunction*.

Example:
```
E1111/19 NOTAMN
Q) CZQM/QFTAS/I/B/A/000/999/4459N06455W005
A) CYZX B) YYMMDDHHMM C) YYMMDDHHMM
E) RVR 26 NOT AVBL
```

5.3.19 MTCU

If a temporary MTCU is established, a NOTAM shall be issued including the defined area, altitudes, frequencies used and hours of operation. A military unit may establish a temporary MTCU to support military exercises if coordinated with the ACC.

Example:
```
F1105/19 NOTAMN
Q) CZEG/QATCA/IV/NBO/AE/000/280/6818N13333W041
A) CYEV B) YYMMDDHHMM C) YYMMDDHHMM
E) MIL TERMINAL CTL UNIT (MTCU) ESTABLISHED WITHIN CONTROLLED AIRSPACE
   RADIUS 40NM CENTRE 681829N 1333254W (YEV VOR).
   SFC TO FL280, FREQ 126.2MHZ, 244.9MHZ
```

5.3.20 WAAS

A NOTAM will be issued whenever the FAA advises NAV CANADA that LPV, LP and WAAS-based LNAV/VNAV service is unavailable for a period of more than fifteen minutes.

There are two scenarios:

- WAAS UNMONITORED
  (indicating that WAAS messages may not be available across the entire country / service area)

- LPV, LP AND WAAS-BASED LNAV/VNAV APCH NOT AVBL
  (The NOTAM may include a description of the affected area, if WAAS messages issued by a particular WAAS satellite are not available.)

Example 1: When WAAS is unmonitored, it impacts the whole country and one NOTAM per NOTAM region is required:

```
F1128/19 NOTAMN
Q) CZXX/QGWXX/IV/NBO/E/000/999/6650N11045W999
A) CZEG CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) WAAS UNMONITORED

G1118/19 NOTAMN
Q) CZXX/QGWXX/IV/NBO/E/000/999/5245N09040W999
A) CZYZ CZWG B) YYMMDDHHMM C) YYMMDDHHMM
E) WAAS UNMONITORED

H1125/19 NOTAMN
Q) CZXX/QGWXX/IV/NBO/E/000/999/5243N05321W999
A) CZQX CZQM CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) WAAS UNMONITORED
   FR:
   WAAS SANS SURVEILLANCE
```

Example 2: When only certain regions are affected, LPV, LP and WAAS-Based LNAV/VNAV approaches are not available:

```
H1125/19 NOTAMN
Q) CZXX/QGWAU/IV/NBO/E/000/999/5243N05321W999
A) CZQX CZQM CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) LPV, LP AND WAAS-BASED LNAV/VNAV APCH NOT AVBL
```

5.3.21 GPS Interference Exercises

A NOTAM is issued for GPS interference exercises that are predicted to affect GNSS-based operations. The NOTAM describes the affected area. A NOTAM is issued for each NOTAM Region affected.

Example 1:

```
F1104/19 NOTAMN
Q) CZEG/QGWAU/IV/NBO/E/040/600/5523N10809W030
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) GPS INTERFERENCE EXER RADIUS 30NM CENTRE 552355N 1080955W,
   4000FT AMSL TO FL600. GNSS SIGNAL MAY BE PERIODICALLY
   INTERRUPTED. INFORM ATC OF ANY ADVERSE IMPACT.
```

5.3.22 GNSS Unreliability

When multiple pilots indicate that GNSS is unreliable and affecting GNSS-based operations, the TOCC or ACC Shift Manager will issue a NOTAM as follows:

Example:

```
C1125/19 NOTAMN
Q) CZEG/QGWXX/IV/NBO/AE/000/999/5318N11335W025
A) CYEG  B) YYMMDDHHMM C) YYMMDDHHMM
E) GNSS REPORTED UNREL ON [phase of flight/location/altitude]
```

5.3.23 GPS RAIM NOTAM and Procedures Based on GNSS

When GPS signal predictions are not available for St-Pierre (LFVP) or Miquelon (LFVM) aerodromes[20] in Gander FIR, NOTAM can be issued as per examples below. The request is received from France as a message pertaining to GPS RAIM outages.

Examples:
```
(H1009/19 NOTAMN
Q) CZQX/QGWAU/I/NBO/A/000/999/4646N05610W005
A) LFVP B) YYMMDDHHMM C) YYMMDDHHMM
E) GPS RAIM NOT AVBL FOR NPA

(H1010/19 NOTAMN
Q) CZQX/QGWAU/I/NBO/A/000/999/4646N05610W005
A) LFVP B) YYMMDDHHMM C) YYMMDDHHMM
D) DEC 03 2116-2122, DEC 04 0329-0338 2112-2118,
   DEC 05 0325-0333
E) BARO AIDED GPS RAIM NOT AVBL FOR NPA
```

5.3.24 ATS Routes

An ATS route includes both low-level and high-level airways and air routes as well as fixed area navigation (RNAV) routes. It does not include helicopter or VFR routes. Designations for airways and air routes begin with the following letter(s):

- Low-Level LF/MF air route: AR, BR, or RR (ex. AR3)
- Low-Level VHF/UHF air route: AR, GR, or RR (ex. AR32)
- Low-Level LF/MF airway: A, B, G, or R (ex. A8)
- Low-Level VHF/UHF airway: V (ex. V300)
- High-Level LF/MF or VHF/UHF airway: J (ex. J483)
- Low-Level Fixed Area Navigation (RNAV) Route: L or T (ex. L606)
- High-Level Fixed Area Navigation (RNAV) Route: Q (ex. Q440)

Note that there are no high-level air routes in Canada at the time of writing.

When a NOTAM is issued for an airway or an air route, the NOTAM qualifier lower and upper limits should be representative of the vertical dimensions of the airway. For ease of application, the lower and upper limits of a low-level airway are 000/180 and for a high-level airway are 180/999[21]. The NOTAM qualifier radius should encompass the portion of the airway that is affected.

A NOTAM may be issued to indicate limited use of an airway if it can be flown using other navigation systems. A NOTAM must be issued if the use of an airway or an air route, or a portion thereof, is not authorized.

Example 1:
```
L1005/19 NOTAMN
Q) CZVR/QARLT/IV/NBO/E/000/180/4928N12113W035
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) V369 BTN YDC VOR/DME AND BOOTH INT NOT SUITABLE FOR VOR NAV
```

[20] GPS RAIM NOTAMs are not provided for other sites in Canada; either GPS or WAAS apply depending on the avionics system used by operators; see TC AIM 3.14.4.
[21] The upper limit of a high-level airway is 999 because no upper limit is defined for a high-level airway in Canada.

Example 2:
```
H1106/19 NOTAMN
Q) CZXX/QARLT/IV/NBO/E/180/999/4854N05432W280
A) CZQM CZQX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) J577 BTN YQX VOR/DME AND YQY VOR/DME NOT SUITABLE
   FOR VOR NAV
```

Note that the subject code is different for fixed RNAV routes. Also note that the condition code “LC” (closed) is used to indicate that the use of the route is “not authorized” because the condition code “AU” (not available) is not listed in the NSC tables for this subject code (refer to Appendix F).

Example 3:
```
M2190/21 NOTAMN
Q) CZWG/QANLC/I/NBO/E/000/180/4854N09149W120
A) CZWG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) T702 BTN KEMBO AND AGLIN: NOT AUTH
```

A NOTAM shall be issued for changes to enroute structure. In the example below, note that the qualifier lower and upper limits use the default values stated previously for a low-level airway.

Example 4:
```
N1005/19 NOTAMN
Q) CZUL/QAACH/IV/BO/E/000/180/4840N06611W050
A) CZUL B) YYMMDDHHMM C) PERM
E) AMEND PUBLICATIONS: V382 BTN WOPAC AND UBTEV MEA TO READ 10500
   INSTEAD OF 10000
```

5.4 Airspace

The NOTAM examples presented in this section provide appropriate sample formats for given events or classification; however, circumstances may require the originating authority to deviate from these examples to clearly indicate the restriction and the operating requirements. Transport Canada initiates airspace restrictions, reclassifications and associated NOTAMs.

NOTAM restricting airspace or activating/modifying CYR or CYD should be issued at least seven days in advance.

The phrases `REMAIN CLR` or `SHALL REMAIN CLR` may be used only for airspace restriction NOTAM approved by Transport Canada.

The phrase `REQUESTED TO REMAIN CLR` may be used for advisory purposes.

5.4.1 Restructuring or Reclassification of Airspace

If a change to airspace structure or classification is required for a temporary period, a NOTAM shall be issued to indicate the change as approved by Transport Canada. Airspace management NOTAM may be issued directly by the Department of National Defence in coordination with NAV CANADA as long as they do not affect the airspace structure or classification as designated in the DAH.

Example 1:
```
M1005/19 NOTAMN
Q) CZWG/QACCS/IV/NBO/AE/000/050/5038N09703W005
A) CYGM B) YYMMDDHHMM C) YYMMDDHHMM
E) DESIGNATED AIRSPACE HANDBOOK (DAH) IS AMENDED AS FLW:
   GIMLI, MB CLASS D CTL ZONE IS ESTABLISHED AS FLW:
   THE AIRSPACE WITHIN RADIUS 5NM CENTRE 503741N 0970236W
   (GIMLI INDUSTRIAL PARK AIRPORT) SFC TO 5000FT AMSL.
   GIMLI TWR: VHF FREQ 126.2MHZ (PRIMARY) AND 129.975MHZ (SECONDARY)
   UHF FREQ 235.4MHZ (PRIMARY) AND 263.5MHZ (SECONDARY)
   HR OF OPS: DAILY 1300-0100
```

Example 2:
```
F1005/19 NOTAMN
Q) CZVR/QRRCH/IV/BO/W/000/025/4918N12310W003
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) DESIGNATED AIRSPACE HANDBOOK (DAH) IS AMENDED AS FLW:
   VANCOUVER, BC CYR###, CLASS F RESTRICTED AIRSPACE IS DESIGNATED
   WITHIN RADIUS 3NM CENTRE 4918N 12310W, EXCLUDING AIRSPACE WITHIN
   VANCOUVER INTL CTL ZONE. NO PERSON SHALL OPR AN ACFT WITHIN THE
   AREA DESCRIBED UNLESS AUTH BY THE USER/CONTROLLING AGENCY TEL
   555-111-2222.
F) SFC G) 2500FT AMSL
```

5.4.2 Restrictions Using a Ministerial Order Made Pursuant to CAR 601.18

Only Canada's Minister of Transport can authorize airspace restriction NOTAM using a Ministerial Order pursuant to CAR 601.18. The text of the NOTAM will refer to the Ministerial Order; it will include a specified volume of airspace, the control of access and/or the control of activity, and expiry time or approximate expiry time.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example:
```
Q) CZ../QRTCA/IV/BO/W/…/…/…
E) PURSUANT TO CANADIAN AVIATION REGULATION (CAR) 601.18, BY
   MINISTERIAL ORDER, (DESCRIPTION OF AIRSPACE), IS RESTRICTED AS
   FLW: (DESCRIPTION OF RESTRICTION)
F) … G) …
```

5.4.3 Restrictions under Section 5.1 of the Aeronautics Act

Only Transport Canada representatives who have appropriate ministerial delegation of authority can approve airspace restriction NOTAM using Section 5.1 of the Aeronautics Act. The Minister or any person authorized by the Minister may, by notice, prohibit or restrict the operation of aircraft on or over any area or within an airspace, either absolutely or subject to any exceptions or conditions that the Minister or person may specify.

All submissions for NOTAM publication pertaining to Section 5.1 of the Aeronautics Act must originate from and be coordinated directly with Transport Canada. Transport Canada may delegate the cancellation of this type of NOTAM to a third party for any portion of the validity period, or in full. When cancellation is delegated, Transport Canada shall provide the name of the person or organization authorized to cancel the NOTAM and, when possible, their phone number. The cancellation shall be in writing (email is acceptable).

Note (1): If only a portion of the validity period is cancelled, the NOTAM may need to be revised for the remaining period.

Note (2): The third party cannot add any period of validity, whether by increasing or starting the activity earlier or later than the hours of validity submitted by Transport Canada; they may only reduce the period of validity or cancel the NOTAM.

The NOTAM shall include a reference to Section 5.1 of the Aeronautics Act, the nature of the event, a description of the area, the applicable altitudes, any exceptions or conditions to the restriction, and the expiry time or approximate expiry time.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
G1005/19 NOTAMN
Q) CZYZ/QRTCA/IV/NBO/W/000/055/4413N07714W005
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, THE AIRSPACE
   SURROUNDING TRAIN DERAILMENT IS RESTRICTED WITHIN RADIUS 5NM
   CENTRE 4413N 07714W (CENTRE APRX 4NM ENE BELLEVILLE AD (CNU4)).
   NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED UNLESS AUTH
   BY THE CONTROLLING AGENCY, ONTARIO PROVINCIAL POLICE AT 555-111-2222.
F) SFC G) 5500FT AMSL
```

Example 2:
```
H1005/19 NOTAMN
Q) CZQM/QRTCA/IV/BO/W/000/020/4607N06441W004
A) CZQM B) YYMMDDHHMM C) YYMMDDHHMM
E) PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, AIRSPACE RESTRICTED
   WITHIN RADIUS 3NM CENTRE 460658N 0644043W (MONCTON/GREATER
   MONCTON ROMEO LEBLANC INTL AD (CYQM)) DRG THE FRANCOPHONIE
   SUMMIT NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED EXC
   FOR THE PURPOSE OF LDG AND TKOF. TACTICAL RWY USE RESTRICTIONS AS
   DIRECTED BY ATC MAY CAUSE UP TO 20MIN DLA. FOR AUTH OR INFO CTC
   RCMP AT 555-111-2222 OR TWR AT 555-111-3333.
F) SFC G) 2000FT AMSL
```

Since the activity is taking place at CYQM aerodrome, an additional NOTAM shall be issued for the aerodrome:

```
E1005/19 NOTAMN
Q) CZQM/QFALT/IV/NBO/A/000/999/4607N06441W005
A) CYQM B) YYMMDDHHMM C) YYMMDDHHMM
E) PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, AIRSPACE
   RESTRICTED WITHIN RADIUS 3NM CENTRE 460658N 0644043W (AD)
   DRG THE FRANCOPHONIE SUMMIT. SFC TO 2000FT AMSL. NO PERSON SHALL
   OPR AN ACFT WITHIN THE AREA DESCRIBED EXC FOR THE PURPOSE OF LDG
   AND TKOF. TACTICAL RWY USE RESTRICTIONS AS DIRECTED BY ATC MAY
   CAUSE UP TO 20MIN DLA. FOR AUTH OR INFO CTC RCMP AT 555-111-2222
   OR TWR AT 555-111-3333.
```

5.4.4 Activation or Deactivation of Published Class F Airspace and Adjacent Activities

CYR, CYD and CYA NOTAM shall be issued as Navigation Warnings. Entry in Item A) must be one or more FIR; see section 4.4.9, *Qualifiers "LOWER/UPPER".* The name of CYR, CYD or CYA, as published in the DAH, shall be included in the text. Class F airspace corresponding NOTAM Series is published on enroute charts and in the *AIP Canada* for each Class F airspace, no additional aerodrome NOTAM required.

Example 1:
```
F1006/19 NOTAMN
Q) CZEG/QWPLW/IV/M/W/000/070/5124N11328W003
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMM
D) DAILY 1400-2200
E) ADVISORY AREA CYA264(P) BEISEKER ACT
F) SFC G) 7000FT AMSL
```

Example 2:
```
G1105/19 NOTAMN
Q) CZYZ/QRMCA/IV/BO/W/030/500/4343N07745W042
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) ADVISORY AREA CYA530(M) LAKE ONTARIO ACT
F) 3000FT AMSL G) FL500
```

Example 3:
```
H0034/19 NOTAMN
Q) CZQM/QRDCD/IV/BO/W/000/200/4415N06352W013
A) CZQM B) YYMMDDHHMM C) YYMMDDHHMM
E) DANGER AREA CYD734 HALIFAX DEACTIVATED
F) SFC G) FL200
```

A NOTAM cannot modify the structure or classification of airspace defined in the DAH unless initiated by Transport Canada or the governing agency. However, a NOTAM may be issued on an activity that takes place outside but adjacent to an advisory (CYA) area. This NOTAM does not change the structure of the Class F Airspace.

Example 4:
```
L0012/19 NOTAMN
Q) CZVR/QWGLW/IV/M/W/000/125/4922N12126W006
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) SOARING WILL TAKE PLACE ABV ADVISORY AREA CYA121(A)(S) HOPE
F) SFC G) 12500FT AMSL
```

If a CYA is to be activated by NOTAM and an activity is to take place outside the CYA, the following example applies.

Example 5:
```
M0021/19 NOTAMN
Q) CZYZ/QWPLW/IV/M/W/000/135/4253N07921W002
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) ADVISORY AREA CYA513(P) PORT COLBORNE ACT.
   PARAJUMPS WILL TAKE PLACE ABV CYA513(P)
F) SFC G) 13500FT AMSL
```

5.4.5 Forest Fire

NAV CANADA operational units made aware of a forest fire may issue a NOTAM after coordinating with the appropriate provincial authority. The NOTAM is to be issued under the appropriate FIR describing the location and size of the forest fire.

In a situation such as this, CAR 601.15 (a) applies: "No person shall operate an aircraft over a forest fire area, or over any area that is located within five nautical miles of a forest fire area, at an altitude of less than 3,000 feet AGL." Consequently, five nautical miles is added to the area of influence provided and the Upper Limit will be the sum of the approximate terrain elevation and 3000 feet, unless a higher altitude is provided.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
M0042/19 NOTAMN
Q) CZYZ/QROLP/IV/NBO/W/000/050/4800N08131W009
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) FOREST FIRE AREA WITHIN RADIUS 4NM CENTRE 4800N 08131W (YTS VOR/DME RDL
   205/024NM)
F) SFC G) 3000FT AGL
```

Example 2:
```
M0043/19 NOTAMN
Q) CZYZ/QROLP/IV/NBO/W/000/047/4846N08133W021
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) FOREST FIRE WITHIN AREA BOUNDED BY 4841N 08125W - 4846N 08155W -
   4846N 08115W - 4841N 08115W - 4841N 08125W (CENTRE APRX 14NM NNE
   TIMMINS (VICTOR M.POWER) AD (CYTS)) …
F) SFC G) 4700FT AMSL
```

The Minister of Transport may, in accordance with CAR 601.16, issue a NOTAM defining the size of the area as pertaining to CAR 601.15 (a). The NOTAM shall include the:

- description of the area restricted (horizontally and vertically), and
- aircraft operating restrictions or exceptions, if any.

Example 3:
```
M0044/19 NOTAMN
Q) CZYZ/QRTCA/IV/NBO/W/000/060/4753N08205W008
A) CZYZ   B) YYMMDDHHMM C) YYMMDDHHMMEST
E) PURSUANT TO CANADIAN AVIATION REGULATIONS (CAR) 601.14, 601.15(B)
   AND 601.16, FOREST FIRE WITHIN AREA BOUNDED BY
   4749N 08208W – 4755N 08208W - 4755N 08203W - 4749N 08203W -
   4749N 08208W. RESTRICTED AIRSPACE 4745N 08210W - 4800N 08210W -
   4800N 08200W - 4745N 08200W - 4745N 08210W (CENTRE APRX 50NM SW
   TIMMINS (VICTOR M.POWER) AD (CYTS)). AERIAL FIRE SUPPRESSION IN
   PROGRESS. EXC WHERE OPR UNDER CAR 601.17, ALL ACFT TO REMAIN CLR.
F) SFC G) 6000FT AMSL
```

Example 4:
```
M0045/19 NOTAMN
Q) CZWG/QRTCA/IV/NBO/W/000/060/5603N09608W002
A) CZWG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) PURSUANT TO CANADIAN AVIATION REGULATIONS (CAR) 601.14, 601.15(B)
   AND 601.16, FOREST FIRE RESTRICTED AIRSPACE WITHIN RADIUS 1.5NM
   CENTRE 5603N 09608W (CENTRE APRX 3NM SW YORK LANDING AD (CZAC)).
   AERIAL FIRE SUPPRESSION IN PROGRESS. EXC WHERE OPR UNDER CAR
   601.17, ALL ACFT TO REMAIN CLR. ACFT LDG/TKOF YORK LANDING AD
   REMAIN NORTH AIKEN RIVER AND CTC BIRDDOG ACFT ON 122.9MHZ TO COOR
   TRANSIT
F) SFC G) 6000FT AMSL
```

Example 5:
```
L0045/19 NOTAMN
Q) CZEG/QRTCA/IV/NBO/W/000/100/5115N11520W010
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) PURSUANT TO CANADIAN AVIATION REGULATIONS (CAR) 601.14, 601.15(B)
   AND 601.16, FOREST FIRE RESTRICTED AIRSPACE WITHIN RADIUS 10NM
   CENTRE 5115N 11520W (CENTRE APRX 8NM ENE BANFF AD (CYBA)).
   AERIAL FIRE SUPPRESSION IN PROGRESS. EXC WHERE OPR UNDER CAR
   601.17, ALL ACFT TO REMAIN CLR. FOR ARR/DEP AUTH CTC BANFF
   FIREBASE 555-111-2222).
F) SFC G) 10000FT AMSL
```

5.4.6 ESCAT (Airspace Restrictions of the Partial or Complete Shutdown of the National Civil Air Transportation System)

Only Transport Canada or DND can approve airspace restrictions invoking a specified phase of the ESCAT. The NOTAM will specify the ESCAT phase number, the zones affected, the restrictions in effect, and the expiry time or approximate expiry time.

The NOTAM will be issued using priority DD under the appropriate FIRs affected.

Example:

```
F0056/19 NOTAMN
Q) CZXX/QROLT/IV/NBO/W/000/999/6650N11045W999
A) CZVR CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) EMERG SECURITY CTL OF AIR TFC (ESCAT) PHASE ONE HAS BEEN INVOKED
   BY THE CHIEF OF DEFENSE STAFF. ESCAT PHASE ONE REQUIRES THAT ALL
   FLT WITHIN ESCAT ZONE 1, 2A AND 2D FILE AN IFR OR DEFENCE
   VFR(DVFR) FLT PLAN. (REF CANADA FLT SUP (CFS))
F) SFC G) UNL

F0045/16 NOTAMN [also under G0034/16 and H0056/16]
Q) CZXX/QROLT/IV/NBO/W/000/999/6331N08538W999
A) CZVR CZEG
B) YYMMDDHHMM C) YYMMDDHHMMEST
E) EMERG SECURITY CTL OF AIR TFC (ESCAT) PHASE TWO HAS BEEN INVOKED
   BY MINISTER OF NATIONAL DEFENCE. PURSUANT TO SECTION 5.1 OF THE
   AERONAUTICS ACT, THE MINISTER OF TRANSPORT PROHIBITS ALL FLT
   WITHIN ESCAT ZONES 1, 2A, 2B, 2C, 2D, 3, 4, 5A, 5B, 6, 7A AND 7B
   UNLESS OPERATING UNDER A SPECIFIC PRIORITY WITHIN THE EMERG AIR
   TFC PRIORITY LIST (EATPL). REF TO CANADA FLT SUP(CFS) SECTIONS
   C AND F. AIR OPERATORS REQUIRED TO OPR FLT IN THE INTEREST OF
   PUBLIC SAFETY AND SECURITY THAT DO NOT QUALIFY UNDER THE ABV
   NOTED PRIORITIES WITHIN THE EATPL MAY REQUEST A
   MIL SECURITY CTL AUTH (SCA) NUMBER. FOR MORE INFO OR TO REQUEST A
   MIL SCA NUMBER CTC CANADIAN NORAD REGION AT 1-877-992-6853.
   F) SFC G) UNL
```

5.5 Hazards and Activities

5.5.1 Temporary Obstruction at an Aerodrome or Enroute

A NOTAM shall be issued when the presence of a temporary obstruction is considered to be hazardous to aircraft operation. The NOTAM includes the following information:

- obstruction type
- geographical coordinates and, when there are changes to location, a radius[22]
- relative location of the obstruction
- height AGL and elevation AMSL
- obstruction lighting information

The position of an obstacle or a group of obstacles is indicated by:

- a single coordinate,
- multiple coordinates forming a line/polygon or
- a circle radius.

The description of the relative location of obstruction is in accordance with section 4.4.21.6, *Relative Location.*

1. At or within 3 NM of an aerodrome using (X,Y) coordinates in relation to the closest runway threshold:

[22] When the obstacle is a mobile crane that will be changing positions, a radius that encompasses all moving positions is added and a moving position may also be included.

Example 1:
```
C0574/19 NOTAMN
Q) CZVR/QOBCE/IV/M/AE/000/003/4911N12308W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CRANE 491121N 1230738W (APRX 7520FT BFR THR 26L AND
   2988FT NORTH EXTENDED RCL) 235FT AGL 242FT AMSL. LGTD, PAINTED.
```

Example 2:
```
C0574/21 NOTAMN
Q) CZVR/QOBCE/IV/M/AE/000/003/4911N12308W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) MOBILE CRANE WITHIN RADIUS 2600FT CENTRE 491121N 1230738W
   (CENTRE APRX 7520FT BFR THR 26L AND 2988FT NORTH EXTENDED RCL)
   235FT AGL 242FT AMSL. LGTD, PAINTED.
```

2. Beyond 3NM to 5 NM from an aerodrome:

Example 3:
```
C0575/19 NOTAMN
Q) CZVR/QOBCE/IV/M/AE/000/003/4916N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CRANE 491541N 1231110W (APRX 4NM NNW AD) 210FT AGL
   219FT AMSL. LGTD.
```

Example 4:
```
C0575/21 NOTAMN
Q) CZVR/QOBCE/IV/M/AE/000/003/4916N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) MOBILE CRANE WITHIN RADIUS 1NM CENTRE 491541N 1231110W
   (CENTRE APRX 4NM NNW AD) 210FT AGL 219FT AMSL. LGTD.
```

Example 5:
```
P0400/19 NOTAMN
Q) CZYZ/QOBCE/IV/M/AE/000/011/4425N07940W005
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CRV2 BARRIE (ROYAL VICTORIA HOSP) (HELI)
   CRANE 442454N 0793934W (APRX 0.25NM E AD) 147FT AGL
   1002FT AMSL. LGTD.
```

Example 6:
```
P0400/21 NOTAMN
Q) CZYZ/QOBCE/IV/M/AE/000/011/4425N07940W005
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CRV2 BARRIE (ROYAL VICTORIA HOSP) (HELI)
   MOBILE CRANE WITHIN RADIUS 1800FT CENTRE 442454N 0793934W
   (CENTRE APRX 0.25NM E AD) 147FT AGL 1002FT AMSL. LGTD.
```

3. More than 5 NM from any aerodrome, include distance and cardinal direction from the closest aerodrome.

Example 7:
```
V0276/19 NOTAMN
Q) CZUL/QOBCE/V/M/E/000/014/4809N06512W002
A) CZUL B) AAMMJJHHMM C) AAMMJJHHMMEST
E) TOWER 480921N 0651215W (APRX 11NM E BONAVENTURE AD (CYVB))
   350FT AGL 1360FT AMSL. LGTD.
```

Example 8:
```
R0276/19 NOTAMN
Q) CZVR/QOBCE/V/M/E/000/043/5015N12308W002
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CRANE 501500N 1230730W (APRX 10NM WNW WHISTLER/GREEN LAKE
   (WATER)(CAE5)) 250FT AGL 4250FT AMSL. NOT LGTD, NOT PAINTED.
```

4. Multiple structures NOTAM (wind farms, cable crossings, …) with an area of influence intersecting the 5 NM radius circle of more than one aerodrome are processed as enroute obstruction and include distance and cardinal direction from the closest aerodrome to the centre of the area.

Example 9:
```
V0401/19 NOTAMN
Q) CZUL/QOBCE/IV/M/E/000/012/4528N07314W002
A) CZUL B) AAMMJJHHMM C) PERM
E) AMEND PUBLICATIONS NEW WIND FARM RADIUS 3038FT CENTRE
   452805N 0731409W (CENTRE APRX 1.55NM W ST-MATHIAS/GRANT AD (CSX5))
   573FT AGL 688FT AMSL. LGTD.
```

5.5.2 Light Outage on Human-made Obstruction

“Permanent Human-made obstruction" refers to structures such as towers, smokestacks, antennas, wind turbines, wind farms, rigs, drill rigs, cranes, bridges, cable crossings and buildings.

Obstacles to air navigation (CAR 601.23) are marked and/or lit in accordance with CAR 601.24 or as required by the Minister (CAR 601.25).

A NOTAM shall be issued for a light outage or malfunction of a structure that constitutes an obstacle to air navigation.

The person who has responsibility for or control over these obstacles must, in accordance with CAR 601.28, report any light outage or malfunction to a FIC. The FIC specialist sends all NOTAM proposals to the NOF. The NOTAM Specialists must follow the procedure described in *Work Instructions – International NOTAM Office* (I-NOF-102).

The necessity to issue a NOTAM (or not) is communicated to the person who is accountable for the obstacle for future reference.

All obstacles light outages (Q-code subject OL) are issued under NOTAM Series R, U or V. If the obstacle is within 5 NM of aerodrome(s), the NOTAM shall be issued under a selected aerodrome; see section 4.4.13, *Item A) – Single Location (FIR or AD).* If the obstacle is beyond 5 NM from any aerodrome, the NOTAM shall be issued under the appropriate FIR(s) with a reference in the text to the closest aerodrome. The relative location is always expressed in NM in relation to the ARP.

The NOTAM shall include the coordinates, the relative location, height AGL and elevation AMSL.

The FIC or FSS specialist must include the following information, in the Note to NOF box, if known.

- Originator name, telephone number, and email address
- Site number, ticket number, or file number (e.g. *12345*)
- If available, the Land Use number and/or AAF Number (e.g. *LU 21-3705* or *TC 2021-341*)
- Originator’s company (e.g. *Telus* or *Bell*)
- Company owning the obstacle (if different from the originator’s company)
- The estimated date of repair or completion (note that this may be different from the NOTAM end time stated in Item C) (e.g. *21 June 2022*)
- Any additional information not captured elsewhere in NES

A NOTAM form has been created to assist originators in providing the required information for unserviceable obstacle light NOTAM requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage.

New obstacles and increase in heights of existing obstacles are promulgated in accordance with NOTAM section 5.1, *Permanent Aeronautical Information Change*, Examples 5 and 6.

Light Outage within 5 NM of an Aerodrome

Example 1:
```
U0001/19 NOTAMN
Q) CZWG/QOLAS/IV/M/AE/000/016/4946N09430W005
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CJG6 KENORA (LAKE OF THE WOODS DISTRICT HOSP) (HELI)
   OBST LGT U/S TOWER 494606N 0943016W (APRX 0.23NM NNE AD)
   383FT AGL 1539FT AMSL
```

Example 2:
```
V0400/19 NOTAMN
Q) CZYZ/QOLAS/IV/M/AE/000/013/4900N07910W005
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CSR8 LA SARRE
   OBST LGT U/S TOWER 485958N 0791003W (APRX 5NM NNE AD)
   185FT AGL 1125FT AMSL
```

Example 3:
```
R0001/19 NOTAMN
Q) CZVR/QOLAS/IV/M/AE/000/063/5005N12255W005
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CAW4 WHISTLER (HOSPITAL) (HELI)
   OBST LGT U/S CABLE CROSSING BTN 500408N 1225645W AND
   500546N 1225354W 1.6NM LONG (APRX 2.6NM SE AD) HGT BETWEEN
   6066FT AND 6206FT AMSL
```

Light Outage more than 5 NM from any Aerodrome

Example 4:
```
V0001/19 NOTAMN
Q) CZQX/QOLAS/V/M/E/000/011/4658N05525W002
A) CZQX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) OBST LGT U/S WIND TURBINES WITHIN RADIUS 1NM CENTRE
   465732N 0552523W (CENTRE APRX 12NM SW WINTERLAND AD (CCC2))
   410FT AGL 1011FT AMSL
```

Example 5:
```
V0001/19 NOTAMN
Q) CZUL/QOLAS/V/M/E/000/018/5234N06553W002
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) OBST LGT U/S TOWER 523406N 0655245W (APRX 42NM NNE POSTE
   MONTAGNAIS (MILE 134) AD (CSF3)) 350FT AGL 1780FT AMSL
```

5.5.3 Hazards on or in the Vicinity of a Runway or Aerodrome

Short-term temporary hazards on or in the vicinity of runways or aerodromes should be broadcasted on ATIS or through air/ground communication whenever possible. Aerodromes experiencing ongoing difficulties with wildlife should consider publishing this information.

However, if the circumstances are unusual and warrant it, a NOTAM can be issued describing the hazard; refer to section 3.3, *Unusual Circumstances*.

Example 1:
```
Q) CZ../QMRHW/IV/NBO/A/000/999/XXXXNYYYYYW005
E) TRENCHES 4FT DEEP 5FT OUTSIDE RWY EDGES FULL RWY LENGTH ON BOTH
   SIDES
```

Example 2:
```
Q) CZ../QFAHX/IV/NBO/A/000/999/XXXXNYYYYYW005
E) LARGE CONCENTRATION OF BIRDS AT AD
```

Example 3:
```
Q) CZ../QMRXX/IV/NBO/A/000/999/XXXXNYYYYYW005
E) POSSIBILITY OF CARIBOU ON RWY
```

5.5.4 Heli-logging and Skyline Logging

A NOTAM may be issued for heli-logging or skyline logging operations.

Heli-logging is defined as when a helicopter is used to transport logs to a collection location by the use of a cable. This is similar to banner towing. Apply the subject code “WJ” for banner / target towing.

Skyline logging is defined as when a cable between structures is used to transport logs to a collection location, typically over steep terrain. The installation for skyline logging is similar to a cable crossing between structures (see example 5.5.2, example 3)., Apply the subject code “OB” for obstacle for this activity.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
L1005/19 NOTAMN
Q) CZVR/WJLW/IV/M/W/000/050/4857N12513W011
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) HELI-LOGGING ACT WITHIN RADIUS 10NM CENTRE
   485715N 1251308W (CENTRE APRX 8NM NW BAMFIELD (WATER) (CAE9))
F) SFC G) 5000FT AMSL
```

Example 2:
```
R1006/19 NOTAMN
Q) CZVR/OBCE/IV/M/WE/000/050/5305N11933W001
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CABLE CROSSING FOR SKYLINE LOGGING ACT BTN 530517N 119339W AND
   530438N 1193233W 1.1NM LONG (CENTRE APRX 16NM NW VALEMOUNT AD (CAH4))
   265FT AGL 5000FT AMSL. NOT LGTD, NOT PAINTED.
```

5.5.5 Blasting

A NOTAM may be issued for blasting operations that have not been published. The altitude reported in the NOTAM will include the maximum height of the debris and the air blast.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
L1005/19 NOTAMN
Q) CZVR/QWHLW/IV/M/W/000/102/5404N12830W006
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) BLASTING ACT WILL TAKE PLACE WITHIN RADIUS 5NM CENTRE
   540414N 1282957W (CENTRE APRX 6NM SE KITIMAT AD (CBW2))
F) SFC G) 2000FT AGL
```

Example 2:
```
L1005/19 NOTAMN
Q) CZVR/QWHLW/IV/M/W/000/120/5059N11832W010
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) AVALANCHE CTL BLASTING ACT WILL TAKE PLACE WITHIN 5NM EITHER SIDE OF A
   LINE 5057N 11824W - 5100N 11839W (CENTRE APRX 14NM WSW REVELSTOKE AD
   (CYRV)). FOR INFO, CTC 555-111-2222.
F) SFC    G) 12000FT AMSL
```

In the Pacific Region, NOTAM are not issued for blasting related to logging activities under the following circumstances:

- If using instantaneous blasting equipment. (The blasters will ensure the area is clear of all air traffic prior to the blast.)
- If using a standard 6 minute-fuse and using aeronautical frequency radio. (The blasting operator will make two transmissions on 123.2 MHz advising of the imminent blast. These transmissions will be at approximately 4 minutes and 1 minute prior to the estimated blast. These transmissions will include the geographical location referenced to prominent landmark and the time to the blast.)

If blasters detect an aircraft in the immediate vicinity of a blast, they will direct a radio transmission to that aircraft using aircraft type and colour ("Red and white helicopter, you are over an active blast site; clear the area immediately."). Blasters may elect to use both methods for added safety.

A NOTAM will be required if the blast site is within 5 nautical miles of an aerodrome or if the blaster elects not to use either of the above procedures. In any case, the NOTAM will have a maximum duration period of 14 days.

5.5.6 Volcanic Activity

A NOTAM shall be issued for an operationally-significant change in volcanic activity. The NOTAM shall include location, date and time of volcanic eruptions and horizontal and vertical extent of the volcanic ash cloud including direction of movement, flight levels, and routes or portions of routes that could be affected.

The NOTAM shall be issued under the appropriate FIR(s) by the unit receiving the advisory.

Example 1:
```
F1005/19 NOTAMN
Q) CZEG/QWWLW/IV/NBO/W/000/999/6930N10811W999
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) VOLCANO ADVISORY. MOUNT SPURR, 6130N 15230W (ALASKA), ACT SINCE
   DD MMM YYYY WITH ASH EMISSIONS POTENTIALLY HAZARDOUS TO AVIATION.
   PILOTS SHOULD REPORT ANY OBSERVATIONS TO ATS. AVOID ASH CLOUDS
   WHICH MAY EXTEND OVER CONSIDERABLE DIST AT ALT. REF TO ASH CLOUD
   PILOT WX REPORT(PIREP) AND SIGMET.
F) SFC G) UNL
```

Example 2:
```
F1005/19 NOTAMN  (as well as G1001/19 and H0955/19)
Q) CZXX/QWWLW/IV/NBO/W/000/999/6338N01937W999
A) CZVR CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) VOLCANO ADVISORY. EYJAFJALLAJOKULL, 6338N 01937W (ICELAND) WITH
   ASH EMISSIONS POTENTIALLY HAZARDOUS TO AVIATION. PILOTS SHOULD
   REPORT ANY OBSERVATIONS TO ATS. AVOID ASH CLOUDS WHICH MAY EXTEND
   OVER CONSIDERABLE DIST AT ALT. REF TO ASH CLOUD PILOT WX REPORT
   (PIREP) AND SIGMET.
F) SFC     G) UNL
```

5.5.7 Military Activities

NOTAM related to military activities shall be issued under the appropriate FIR(s) describing the area and the altitudes of activity.

When the activity occurs in a Military Operating Area (MOA) that is listed in the Designated Airspace Handbook (DAH) and there are differences from what is published, a NOTAM is issued and the MOA is identified by the name of the area followed by the term MOA (Ex. `ALGONQUIN MOA`).

A NOTAM form has been created to assist originators in providing the required information for these requests when they occur outside of a published area. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
G1105/23 NOTAMN
Q) CZYZ/QRMCA/IV/BO/W/000/060/4553N07744W074
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) ALGONQUIN MOA ACT.
F) SFC G) 6000FT AMSL
```

If an altitude reservation has been coordinated with the applicable units for a military activity, this must be stated in the NOTAM to advise of possible flight planning limitations.

An altitude reservation is not restricted airspace however, air traffic services will not clear an unauthorized flight into an active reservation.

Note that the abbreviation “ALTRV” is not approved for use in NOTAM.

Example 2:
```
F1005/19 NOTAMN
Q) CZEG/QRACA/IV/BO/W/125/230/5627N10858W046
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMM
E) ALT RESERVATION FOR MIL ACT WITHIN AREA BOUNDED BY 563000N 1101745W –
   562958N 1073800W - 560800N 1081800W THENCE COUNTERCLOCKWISE ALONG
   THE ARC OF A CIRCLE RADIUS 125NM CENTRE UOD TACAN TO
   562931N 1101745W - 563000N 1101745W (CENTRE APRX 13NM E
   OF LA LOCHE AD (CJL4)).
F) 12500FT AMSL G) FL230
```

5.5.8 Search and Rescue

A NOTAM may be issued for military or for CASARA operations, either actual or training. The NOTAM should include the following information for activities outside CYR or CYD airspace:

- type of activity (`SAR EXER`, `SAR OPS`, `SAR ACT`)
- other pertinent information such as flares and paradrops
- area of activity (radius, coordinates, and preferably distance and direction from the closest aerodrome, or distance and bearing from a NAVAID)
- maximum altitude, above mean sea level (`AMSL`)

A NOTAM form has been created to assist originators in providing the required information for these requests when they occur outside of a published area. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
L1005/19 NOTAMN
Q) CZEG/QWELW/IV/BO/W/000/045/5205N11402W026
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMM
E) SAR EXER WILL TAKE PLACE WITHIN RADIUS 25NM CENTRE
   520443N 1140139W (INNISFAIL AD (CEM4))
F) SFC G) 4500FT AMSL
```

Example 2:
```
M1005/19 NOTAMN
Q) CZYZ/QWELW/IV/BO/W/000/035/4616N07927W010
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) SAR ACT WITH FLR AND PARADROPS WILL TAKE PLACE WITHIN RADIUS 10NM
   CENTRE 4616N 07927W (APRX 4NM SW NORTH BAY (WATER)(CNH7))
F) SFC G) 3500FT AMSL
```

5.5.9 Airshow

A NOTAM should be issued for an airshow event with sufficient lead time (refer to section 1.5, *Duration of a NOTAM and Advance Notification*). Airshow information requiring extensive text and graphics should be published as an AIP Supplement. A NOTAM referencing the Supplement must be issued.

NOTAMs may be issued for Canadian Forces Snowbirds arrival sequence.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1: One enroute NOTAM for the FIR:

```
F1502/19 NOTAMN
Q) CZVR/QWALW/IV/M/W/000/102/4912N12311W011
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) SNOWBIRDS ARR SEQUENCE WILL TAKE PLACE WITHIN RADIUS 10NM CENTRE
   491141N 1231102W (VANCOUVER INTL AD (CYVR)), NON-PARTICIPANTS
   REQUESTED TO REMAIN CLR OF AREA.
F) SFC G) 10200FT AMSL
```

and one additional for the aerodrome directly impacted:

```
C1005/19 NOTAMN
Q) CZVR/QFALT/IV/NBO/A/000/999/4912N12311W005
A) CYVR B) YYMMDDHHMM C) YYMMDDHHMM
E) SNOWBIRDS ARR SEQUENCE WILL TAKE PLACE WITHIN RADIUS 10NM CENTRE
   491141N 1231102W (AD), NON-PARTICIPANTS REQUESTED TO REMAIN
   CLR OF AREA. SFC TO 10200FT AMSL.
```

A NOTAM may be issued to restrict airspace, if requested by Transport Canada.

Example 2:

```
G1005/19 NOTAMN
Q) CZYZ/QRTCA/IV/BO/W/000/150/4337N07919W011
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) PURSANT TO SECTION 5.1 OF THE AERONAUTICS ACT, EXC FOR AIRSHOW
   PARTICIPANTS, AIRSPACE IS RESTRICTED WITHIN RADIUS 6NM CENTRE
   433739N 0792346W (TORONTO/BILLY BISHOP TORONTO CITY AIRPORT AD (CYTZ))
   AND WITHIN AREA BOUNDED BY 433800N 0791630W - 433800N 0790500W –
   432800N 0791300W - 433300N 0792000W - 433800N 0791630W (CENTRE
   APRX 8NM ESE TORONTO/BILLY BISHOP TORONTO CITY AIRPORT AD (CYTZ)) NO
   PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED UNLESS AUTH BY
   ATC ON 123.1MHZ OR 555-111-2222
F) SFC G) 15000FT AMSL
```

and one additional for the aerodrome directly impacted:

```
J1005/19 NOTAMN
Q) CZYZ/QFALT/IV/NBO/A/000/999/4338N07924W005
A) CYTZ B) YYMMDDHHMM C) YYMMDDHHMM
E) PURSANT TO SECTION 5.1 OF THE AERONAUTICS ACT, EXC FOR AIRSHOW
   PARTICIPANTS, AIRSPACE IS RESTRICTED WITHIN RADIUS 6NM CENTRE
   433739N 0792346W (AD) AND WITHIN AREA BOUNDED BY 433800N 0791630W
   - 433800N 0790500W – 432800N 0791300W - 433300N 0792000W –
   433800N 0791630W (CENTRE APRX 8NM ESE AD) NO PERSON SHALL OPR AN
   ACFT WITHIN THE AREA DESCRIBED UNLESS AUTH BY ATC ON 123.1MHZ OR
   555-111-2222. SFC TO 15000FT AMSL.
```

Example 3:
```
H1005/19 NOTAMN
Q) CZUL/QRRCA/IV/BO/W/000/150/4519N07540W007
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) AMEND DESIGNATED AIRSPACE HANDBOOK (DAH): CYR538 RIDEAU HALL, ON. OTTAWA
   AIRSHOW CLASS F RESTRICTED AIRSPACE IS ESTABLISHED WITHIN AREA BOUNDED BY
   A CIRCLE RADIUS 6NM OTTAWA/MACDONALD-CARTIER INTL AD (CYOW). EXC FOR
   AIRSHOW PARTICIPANTS AND MEDICAL EVACUATION FLT (MEDEVAC)/RESCUE
   ACFT, NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED
   UNLESS AUTH BY THE CONTROLLING AGENCY ON 118.8MHZ OR 555-111-2222
F) SFC G) 15000FT AMSL
```

and one additional for the aerodrome directly impacted:

```
E0005/19 NOTAMN
Q) CZUL/QFALT/IV/NBO/A/000/999/4519N07540W005
A) CYOW B) YYMMDDHHMM C) YYMMDDHHMM
E) AMEND DESIGNATED AIRSPACE HANDBOOK (DAH): CYR538 RIDEAU HALL, ON. OTTAWA
   AIRSHOW CLASS F RESTRICTED AIRSPACE IS ESTABLISHED WITHIN AREA BOUNDED BY
   A CIRCLE RADIUS 6NM OTTAWA/MACDONALD-CARTIER INTL AD (CYOW). EXC FOR
   AIRSHOW PARTICIPANTS AND MEDICAL EVACUATION FLT (MEDEVAC)/RESCUE
   ACFT, NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED
   UNLESS AUTH BY THE CONTROLLING AGENCY ON 118.8MHZ OR 555-111-
   2222. SFC TO 15000FT AMSL.
```

5.5.10 Pyrotechnics and Fireworks

A NOTAM may be issued to mitigate the hazards posed by pyrotechnics and fireworks. If restricted airspace is warranted, a request should be made to Transport Canada.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
G1005/19 NOTAMN
Q) CZYZ/QWMLW/IV/BO/W/000/012/4337N07925W002
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) FIREWORKS ACT WILL TAKE PLACE WITHIN RADIUS 1NM CENTRE
   433706N 0792506W (CENTRE APRX 1NM W THR 08 TORONTO/BILLY BISHOP
   TORONTO CITY AIRPORT AD (CYTZ))
F) SFC G) 1200FT AMSL
```

Example 2:
```
N1005/19 NOTAMN
Q) CZUL/QWMLW/IV/BO/W/000/013/4940N06605W006
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) WHITE AND GREEN PYROTECHNICS ACT WITH ORANGE
   SMOKE WILL TAKE PLACE WITHIN AREA BOUNDED BY 4935N 06600W -
   4935N 06610W - 4945N 06610W – 4945N 06600W – 4935N 06600W
   (CENTRE APRX 28NM SSE SEPT-ILES AD (CYZV))
F) SFC G) 1300FT AMSL
```

Example 3:
```
F1005/19 NOTAMN
Q) CZEG/QRTCA/IV/BO/W/000/060/5102N11357W001
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMM
E) PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, THE AIRSPACE IS
   RESTRICTED DRG FIREWORKS ACT WITHIN RADIUS 1NM CENTRE
   510200N 1135700W (CENTRE APRX 3NM SE CALGARY (PETER LOUGHEED CENTRE)
   (HELI)(CLC3)), NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED
   UNLESS AUTH BY CALGARY TWR 555-111-2222
F) SFC G) 6000FT AMSL
```

5.5.11 Directed Bright Light Source

A NOTAM may be issued to mitigate the hazards posed by directed bright lights. All NOTAM requests regarding directed bright lights must originate from Transport Canada.

For directed bright lights, such as laser light activities, a NOTAM shall describe the location of the laser light source (an area for airborne laser activity), the direction of the projected beams, the hazardous effects (including vertical and lateral nominal ocular hazard distance) and other related phenomena.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
F1005/19 NOTAMN
Q) CZVR/QXXLW/IV/BO/W/000/015/4916N12303W001
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) LASER LGT ACT WILL TAKE PLACE 491612N 1230320W (APRX 2NM E
   VANCOUVER/HARBOUR(PUBLIC) (HELI)(CBC7)). BEAMS FM SITE PROJECTING W
   BTN RDL 227DEG AND 267DEG AT A 30DEG ANGLE. LASER LGT BEAMS MAY BE
   INJURIOUS TO PILOTS/AIRCREW AND PASSENGERS EYES WITHIN 994FT
   VERTICALLY AND 1148FT LATERALLY OF THE LGT SOURCE. FLASHBLINDNESS
   AND COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DIST
F) SFC G) 1000FT AGL
```

Example 2:
```
F1005/19 NOTAMN
Q) CZEG/QRTCA/IV/BO/W/000/057/5103N11406W002
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMM
E) PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, AIRSPACE
   RESTRICTED WITHIN RADIUS 1NM CENTRE 510258N 1140530W (CENTRE
   APRX 0.5NM WSW CALGARY (CITY/BOW RIVER) (HELI)(CEL2)) FOR A LASER LGT
   DISPLAY. NO PERSON SHALL OPR AN ACFT WITHIN THE AREA UNLESS PRIOR
   ARRANGEMENTS HAVE BEEN MADE TO HAVE LASER BEAMS SHUT OFF.
   STATIONARY LASER LGT BEAMS WILL BE PROJECTED VERTICALLY. LASER
   LGT BEAMS MAY BE INJURIOUS TO EYES WITHIN 2200FT VERTICALLY OF
   THE LGT SOURCE. FLASHBLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR
   BEYOND THESE DIST.
F) SFC G) 2200FT AGL
```

Example 3:
```
L1005/19 NOTAMN
Q) CZVR/QXXLW/IV/BO/W/000/040/5040N12021W001
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) HIGH INTST LGT OPS WILL TAKE PLACE 5040N 12021W (APRX 0.7NM WSW KAMLOOPS
   (ROYALINLAND HOSP) (HELI)(CBC4)) ROTATING SEARCHLIGHT 20DEG OFF VERTICAL.
   POTENTIAL TO CREATE TEMPO EFFECTS TO VISION
F) SFC G) 2200FT AGL
```

5.5.12 Recreational Activities

The aerodrome authority authorizes activities at the aerodrome. These activities must be coordinated with the appropriate ATS unit when conducted within a mandatory frequency (MF) area or controlled airspace.

NOTAM on recreational activities such as parajumping, hang gliding, model aircraft flying, model rocket launching or kite flying shall include the following information:

- type of activity
- area of activity (radius, coordinates, and preferably distance and direction from the nearest aerodrome, or bearing and distance from a NAVAID)
- maximum altitude above mean sea level (AMSL)

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
M1005/19 NOTAMN
Q) CZYZ/QWPLW/IV/M/W/000/080/4616N07927W002
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) PARAJUMPS ACT WILL TAKE PLACE WITHIN RADIUS 2NM CENTRE 4616N 07927W
   (CENTRE APRX 4NM SW NORTH BAY (WATER)(CNH7))
F) SFC G) 8000FT AMSL
```

Example 2:
```
H1005/19 NOTAMN
Q) CZUL/QWLLW/IV/M/W/000/060/4528N07542W021
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) HOT AIR BALLOONS ACT WILL TAKE PLACE WITHIN RADIUS 20NM CENTRE
   452730N 0754137W (CENTRE APRX 2NM W OTTAWA/ROCKCLIFFE AD (CYRO))
F) SFC G) 6000FT AMSL
```

Example 3:
```
M1005/19 NOTAMN
Q) CZYZ/QWULW/IV/M/W/000/015/4622N07925W002
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) MODEL FLYING ACT WILL TAKE PLACE WITHIN RADIUS 1NM CENTRE
   462150N 0792527W (NORTH BAY AD (CYYB))
F) SFC G) 1500FT AMSL
```

and an additional aerodrome NOTAM for the aerodrome where the activity is taking place:

```
J1005/19 NOTAMN
Q) CZYZ/QFALT/IV/NBO/A/000/999/4622N07925W005
A) CYYB B) YYMMDDHHMM C) YYMMDDHHMM
E) MODEL FLYING ACT WILL TAKE PLACE RADIUS 1NM CENTRE 462150N 0792527W (AD)
   SFC TO 1500FT AMSL
```

Example 4:
```
H1005/19 NOTAMN
Q) CZUL/QWULW/IV/M/W/000/030/4519N07541W002
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) MODEL ROCKET ACT WILL TAKE PLACE 1000FT BFR THR 04 AND 300FT SE
   EXTENDED RCL AT OTTAWA/MACDONALD CARTIER INTL AD (CYOW)
F) SFC G) 3000FT AMSL
```

and an additional aerodrome NOTAM for the aerodrome where the activity is taking place:

```
E1005/19 NOTAMN
Q) CZUL/QFALT/IV/NBO/A/000/999/4519N07540W005
A) CYOW B) YYMMDDHHMM C) YYMMDDHHMM
E) MODEL ROCKET ACT 1000FT BFR THR 04 AND 300FT SE EXTENDED RCL
   SFC TO 3000FT AMSL
```

Example 5:
```
N1005/19 NOTAMN
Q) CZUL/QXXLW/IV/M/W/000/037/4824N06831W016
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
D) SR-SS
E) PARAMOTORS ACT (APRX 200) WILL TAKE PLACE WITHIN RADIUS 15NM
   CENTRE 482402N 0683046W (CENTRE APRX 5NM SSW RIMOUSKI AD (CYXK)), IN VMC.
F) SFC G) 1500FT AGL
```

5.5.13 Large Unoccupied Balloon Operations

Unoccupied balloons that have a gas-carrying capacity of more than 115 cubic feet (3.256 cubic metres) are categorized as large unoccupied balloons. Authorization from the minister shall be obtained and an

AIP Supplement shall be issued prior to the launch of large unoccupied balloons. The AIP Supplement shall cover the series of planned flights from each launching site location, time periods, balloon and payload characteristics, operating altitudes, rates of ascent, flight duration, rates of descent and other pertinent details. The balloon shall be identified as a LARGE BALLOON in the applicable NOTAM.

A pre-launch NOTAM will be filed by the Balloon Safety Officer (BSO) at least 12 hours in advance, and will include reference to the AIP Supplement, balloon flight number, launch location, launch window, flight particulars and description of the balloon system. If the planned launch is suspended, the pre-launch NOTAM shall be cancelled.

A launch NOTAM will be filed upon lift-off of each balloon system. It will replace the pre-launch NOTAM. The information contained in this notice will include the launch location, time of launch, ascent trajectory, time through 60,000 feet (18,000 metres) or related altitude, description of balloon system, and estimated termination time and location. The geographical reference on the Item Q (centre coordinates and radius) shall encompass the whole area of influence from launch location to estimated termination location.

The BSO will file a termination NOTAM replacing the launch NOTAM at least one hour prior to a planned flight termination at high altitude, giving estimated time of termination, balloon position, trajectory forecast, time of penetration at 60,000 feet plus estimated landing location and time.

The BSO will file a close-out NOTAM cancelling the termination NOTAM as soon as practicable after payload landing.

If the flight profile of the balloon is such that the close-out NOTAM will need to be issued less than an hour after the termination NOTAM, the issuing of a termination NOTAM is optional.

Item A) of the NOTAM identifies the FIR(s) affected by the balloon launch. If there is more than one FIR and they are in different NOTAM regions, then a NOTAM for each affected NOTAM region is required.

Full dissemination by NOTAM of all information will be made in the event of a lost balloon system, or a system that descends below 60,000 feet and whose redundant termination systems fail to operate.

Example 1: Pre-Launch NOTAM

```
[number] NOTAMN
Q) CZ../QWLLW/IV/M/W/000/999/XXXXNYYYYYW…
E) LARGE BALLOON FLT NUMBER: ___ WILL TAKE PLACE. REF AIP SUP___/___.
   HEAVY BALLOON LAUNCH SKED AT HHMM ON DD MMM YYYY. BALLOON PAYLOAD
   SYSTEM LENGTH: ___FT ON ASCENT. PAYLOAD WEIGHT: ___POUNDS. RATE
   OF ASCENT: ___FPM. BALLOON DIAMETER AT FLOAT ALT: ___FT. FLOAT
   ALT:___FT AMSL. FLT CONTINUING
F) SFC G) UNL
```

Example 2: Launch NOTAM

```
[number] NOTAMR [number]
Q) CZ../QWLLW/IV/M/W/000/999/XXXXNYYYYYW…
E) LARGE BALLOON FLT NUMBER:___ WILL TAKE PLACE. REF TO AIP SUP ___/___.
   LAUNCHED AT HHMM ON DD MMM YYYY SYSTEM LENGTH:___FT ON ASCENT.
   TRAJECTORY:___ DEG TRUE. REACHING 60000FT AMSL AT
   HHMM ON DD MMM YYYY. ESTIMATED TERMINATION AT ___N ___W.
   FLT CONTINUING
F) SFC G) UNL
```

Example 3: Termination NOTAM

```
[number] NOTAMR [number]
Q) CZ../QWLLW/IV/M/W/000/999/XXXXNYYYYYW…
E) LARGE BALLOON FLT NUMBER:___ WILL TAKE PLACE. REF TO AIP SUP ___/___.
   WILL TERMINATE AT APRX ___N ___W. PAYLOAD WILL DESCEND
   ON A ___FT DIAMETER ORANGE/WHITE PARACHUTE.
   DESCENT TRAJECTORY:___ DEG TRUE. PENETRATING 60000FT AMSL
   AT HHMM ON DD MMM YYYY. ESTIMATED LDG AT ___N ___W.
   FLT CONTINUING
F) SFC G) UNL
```

Example 4: Close-Out NOTAM

```
[number] NOTAMC [number]
Q) CZ../QWLCC/IV/M/W/000/999/XXXXNYYYYYW…
E) LARGE BALLOON FLT NUMBER:____ COMPLETED
```

Example 5: Cancel NOTAM

```
[number] NOTAMC [number]
Q) CZ../QWLCN/IV/M/W/000/999/XXXXNYYYYYW…
E) LAUNCH OF LARGE BALLOON FLT NUMBER:___SKED AT HHMM ON DD MMM YYYY CNL
```

5.5.14 Other Balloon Operations

For other type of balloon launches, a NOTAM should be issued with the ascent rate under the appropriate FIR. If available, the maximum diameter, payload weight, colour, burst altitude and estimated landing coordinates should be included.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:

```
H1005/19 NOTAMN
Q) CZUL/QWLLW/IV/M/W/000/999/4559N07318WXXX
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) RADIOSONDE BALLOON LAUNCH WILL TAKE PLACE 455835N 0731827W
   (APRX 9NM SE JOLIETTE AD (CSG3)), ASCENT RATE 1000FPM
F) SFC G) UNL
```

Example 2:

```
G1005/19 NOTAMN
Q) CZYZ/QWLLW/IV/M/W/000/999/4414N07947WXXX
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMM
E) OZONE RESEARCH BALLOON LAUNCH WILL TAKE PLACE 441354N 0794700W
   (APRX 0.8NM N COOKSTOWN/TALLY-HO FIELD AD (CTH8)), ASCENT RATE 1000FPM
   BURST ALT 100000FT AMSL
F) SFC G) UNL
```

Example 3:

```
H1005/19 NOTAMN
Q) CZUL/QWLLW/IV/M/W/000/300/4559N07318W100
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) BALLOON LAUNCH WILL TAKE PLACE 455835 0731827W (APRX 9NM SE
   JOLIETTE AD (CSG3)). MAX DIAMETER 40FT. PAYLOAD WEIGHT 7 POUNDS.
   ASCENT RATE 1000FPM. BURST ALT 30000FT AMSL
F) SFC G) 30000FT AMSL
```

5.5.15 Flight Inspection

A NOTAM shall be issued for flight inspection operations where required as determined by NAV CANADA Flight Inspection Operations Dispatch.

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example 1:
```
N1005/19 NOTAMN
Q) CZUL/QWYLW/IV/M/W/000/050/5806N06825W019
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) FLT INSPECTION OPS WILL TAKE PLACE WITHIN 3NM EITHER SIDE
   EXTENDED RCL 07 FM 18NM TO THR 07 KUUJJUAQ AD (CYVP).
F) SFC G) 5000FT AMSL
```

and an additional aerodrome NOTAM:

```
K1005/19 NOTAMN
Q) CZUL/QFALT/IV/NBO/A/000/999/5806N06825W005
A) CYVP B) YYMMDDHHMM C) YYMMDDHHMM
E) FLT INSPECTION OPS WITHIN 3NM EITHER SIDE EXTENDED RCL 07
   FM 18NM TO THR 07 SFC TO 5000FT AMSL
```

Example 2:
```
N1005/19 NOTAMN
Q) CZUL/QWYLW/IV/M/W/035/100/6140N07319W011
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) FLT INSPECTION OPS WILL TAKE PLACE WITHIN RADIUS 10NM CENTRE
   613944N 0731917W (KATTINIQ/DONALDSON AD (CTP9))
F) 3500FT AMSL G) 10000FT AMSL
```

and an additional aerodrome NOTAM:

```
K1005/19 NOTAMN
Q) CZUL/QFALT/IV/BO/A/000/999/6140N07319W005
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CTP9 KATTINIQ/DONALDSON
   FLT INSPECTION OPS WITHIN RADIUS 10NM CENTRE
   613944N 0731917W (AD). 3500FT AMSL TO 10000FT AMSL
```

Example 3:
```
M1005/19 NOTAMN
Q) CZYZ/QWYLW/IV/M/W/035/100/4947N08435W016
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) FLT INSPECTION OPS WILL TAKE PLACE WITHIN RADIUS 15NM CENTRE
   494641N 0843528W (YAN VOR/DME) (CENTRE APRX 22NM WNW
   CAREY LAKE AD (CNX3))
F) 3500FT AMSL G) 10000FT AMSL
```

5.5.16 Remotely Piloted Aircraft Systems (RPAS)

RPAS operations are conducted in accordance with the Canadian Aviation Regulations (CARs) Part IX or with a Special Flight Operations Certificate (SFOC) (COAS in French) issued by Transport Canada if required. Compliance with the CARs or an SFOC should result in safe operations and, therefore, a NOTAM should not normally be required.

The need to publish a NOTAM is determined by Transport Canada (TC) in conjunction with NAV CANADA ATS, and not left to the discretion of the RPAS operator or negotiated between the aerodrome operator, the RPAS operator or other parties. When TC directs the RPAS operator to originate the RPAS NOTAM, either an SFOC number or the directing TC inspector's name and title must be

included in the NOTAM request and be recorded by the FIC in the “Notes to NOF” portion of NES. If no title is provided or known, the title of “inspector” is sufficient.

TC is responsible only for the conduct of civil RPAS operations. The CARs do not apply to Canadian or foreign military RPAS; however, these are subject to Military Flying Orders. Military operations conducted in civil airspace (that is, outside Class F Military Restricted Airspace) require coordination with NAV CANADA and may require assistance from TC, General Flight Standards in HQ. TC Regional Offices or HQ will forward the NOTAM proposals directly to the appropriate FIC.

NOTAM on RPAS shall include the following information:

- REMOTELY PILOTED ACFT (RPA)
- Radius and geographical coordinates
- Relative location
- maximum altitude above mean sea level (AMSL) or above ground level (AGL)
- weight and, if provided, type and model (fixed wing, rotary wing, hybrid)

A NOTAM form has been created to assist originators in providing the required information for these requests. It is located on the NAV CANADA public website (www.navcanada.ca) on the Data Submission webpage as the Airspace NOTAM Form.

Example:
```
L1005/19 NOTAMN
Q) CZEG/QWULW/IV/BO/W/000/034/5159N11410W002
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMM
E) REMOTELY PILOTED ACFT (RPA) ACT WILL TAKE PLACE WITHIN RADIUS 1NM
   CENTRE 515919N 1141010W (CENTRE APRX 8NM SSW INNISFAIL AD (CEM4)).
   ACFT WEIGHT: 50 POUNDS. FOR INFO CTC 555-111-2222.
F) SFC G) 450FT AGL
```

5.6 Surveillance and Communication

5.6.1 Enroute Radar

A NOTAM shall be issued for enroute surveillance radar unserviceability that has an impact on services provided.

The name of the facility or service shall be included.

A NOTAM for a radar outage is issued under the FIR(s) where the service is affected. This can result in more than one NOTAM issued if more than one NOTAM Region is affected. A NOTAM is not issued if the outage has no impact on services.

Restrictions, delays or impact on aeronautical operations shall be stated in the text.

Example 1:
```
H1221/19 NOTAMN
Q) CZUL/QCEAS/I/B/E/000/999/4957N07412W201
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CHIBOUGAMAU RADAR U/S. FLT WITHIN RADIUS 200NM CENTRE
   495729N 0741208W MAY BE DENIED ROUTING AND/OR ALT REQUESTS.
```

Example 2:
```
H1223/19 NOTAMN
Q) CZUL/QCELT/I/B/E/000/999/4629N08431W201
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) SAULT STE.MARIE RADAR NOT AVBL TO MONTREAL ACC. FLT WITHIN
   RADIUS 200NM CENTRE 462846N 0843118W WITHIN MONTREAL CTA MAY BE
   DENIED ROUTING AND/OR ALT REQUESTS.
```

5.6.2 Terminal Area Surveillance Radar (Primary and Secondary)

A NOTAM shall be issued for terminal area surveillance radar (primary and secondary) unserviceability that has an impact on services provided. If the outage has no impact on the services, a NOTAM shall not be issued. For both primary and secondary radar unserviceability, a NOTAM addressing the terminal area surveillance radar unserviceability shall be issued.

Terminal area surveillance radar (primary and secondary) NOTAM shall be issued under the appropriate FIR.

Restrictions, delays or impact on aeronautical operations shall be stated in the text.

Example 1:
```
H1007/19 NOTAMN
Q) CZUL/QCTAS/I/B/E/000/125/4641N07123W081
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) QUEBEC TAR U/S. FLT WITHIN RADIUS 80NM CENTRE
   464107N 0712309W, 12500FT AMSL AND BLW, MAY BE DENIED ROUTING
   AND/OR ALT REQUESTS. TFC INFO NOT AVBL.
```

Example 2:
```
F1132/19 NOTAMN
Q) CZVR/QCTAS/I/B/E/000/050/4837N12327W081
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMMEST
E) VICTORIA TAR U/S. FLT WITHIN RADIUS 80NM CENTRE
   483644N 1232636W WITHIN VANCOUVER FIR MAY BE DENIED ROUTING
   AND/OR ALT REQUESTS AND SOME RADAR SVC BLW 5000FT AMSL MAY NOT BE
   AVBL IN CLASS C OR D AIRSPACE.
```

Example 3:
```
H1009/19 NOTAMN
Q) CZUL/QCTAS/I/B/E/000/125/4519N07540W081
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) OTTAWA TAR U/S. POSSIBLE DLA OF UP TO 15MIN FOR ARR/DEP AT
   OTTAWA/MACDONALD-CARTIER INTL AD (CYOW), 12500FT AMSL AND BLW.
```

Example 4:
```
H1010/19 NOTAMN
Q) CZUL/QCTAS/I/B/E/000/125/4641N107123W081
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMMEST
E) QUEBEC PSR U/S. FLT WITHIN RADIUS 80NM CENTRE
   464107N 0712309W, 12500FT AMSL AND BLW, WILL NOT BE PROVIDED
   NON-TRANSPONDER EQUIPPED ACFT TFC INFO.
```

5.6.3 PAR

When a NOTAM is issued to advise that PAR equipment is unserviceable or that no operator is available to operate the equipment, the text `PAR U/S` shall be used. If not all the runways are affected, the NOTAM shall indicate which runway(s) is/are impacted. PAR unserviceability NOTAM will be issued under the aerodrome the PAR serves.

Example 1:
```
H1102/19 NOTAMN
Q) CZQM/QCPAS/I/BO/A/000/999/4459N06455W005
A) CYZX B) YYMMDDHHMM C) YYMMDDHHMM
E) PAR U/S
```

Example 2:
```
F1143/19 NOTAMN
Q) CZEG/QCPAS/I/BO/A/000/999/5424N11017W005
A) CYOD B) YYMMDDHHMM C) YYMMDDHHMM
E) PAR 13L U/S
```

5.6.4 ADS-C, ADS-B and Space-Based ADS-B

A NOTAM can be issued for automatic dependent surveillance-broadcast or contract (ADS-B and ADS-C) and/or for space-based ADS-B unserviceability that has an impact on services. If the outage does not impact services, a NOTAM is not be issued. The NOTAM is issued under the affected FIR(s). For **ground-based** ADS-B, the NOTAM includes the name of the ADS-B and the unserviceability, and states the impact on aeronautical operations.

Example:
```
H1145/19 NOTAMN
Q) CZXX/QCBAS/IV/BO/E/000/999/6320N06409W200
A) CZUL CZQX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) BREVOORT ADS-B U/S. FLT WITHIN RADIUS 200NM CENTRE
   632025N 0640913W MAY BE DENIED ROUTING AND/OR ALT REQUESTS.
```

For **space-based** ADS-B, the NOTAM mentions the ADS-B unserviceability and states the impact on aeronautical operations.

Example 1:
```
H1145/19 NOTAMN
Q) CZQX/QCBAS/IV/BO/E/000/999/5454N04327W999
A) CZQX B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ADS-B U/S. SURVEILLANCE SVC NOT AVBL WITHIN THE GANDER OCA.
```

Example 2:
```
F1075/19 NOTAMN
Q) CZEG/QCBAS/IV/BO/E/000/999/6930N10811W999
A) CZEG B) YYMMDDHHMM C) YYMMDDHHMMEST
E) ADS-B U/S. FLT WITHIN THE ARCTIC CTA AND NORTHERN CTA MAY
   BE DENIED ROUTING AND/OR ALT REQUESTS.
```

5.6.5 Multilateration (MLAT) / Wide Area Multilateration (WAM)

A NOTAM may be issued for a Multilateration (MLAT) unserviceability when there is an impact on the air traffic services provided. This system may also be referred to as Wide Area Multilateration (WAM). In the NOTAM text, the system is described as "`MULTILATERATION (MLAT)`" as this is the generic term used for the equipment.

The subject code "CS" for secondary surveillance radar is used because MLAT/WAM uses the secondary surveillance radar (SSR) transponder signals to determine position. The affected area must be stated in the NOTAM. If the affected area is associated with an aerodrome, then scope AE is used; otherwise the scope is E. If the radius of the affected area is not provided or an affected area is not specified, a radius of 50NM is used as this is known to be the largest area of coverage for MLAT/WAM in Canada.

Example 1:
```
(C2367/22 NOTAMN
Q) CZEG/QCSAS/IV/NBO/AE/000/999/5106N11422W025
A) CYBW B) 2209281300 C) 2209281800
E) SPRINGBANK MULTILATERATION (MLAT) U/S.
   FLT WITHIN 25NM RADIUS CENTRED ON 510619N 1142217W
   (CALGARY / SPRINGBANK AD (CYBW)) MAY BE DENIED ROUTING AND/OR
   ALT REQUESTS)
```

Example 2:
```
(L3547/22 NOTAMN
Q) CZEG/QCSAS/IV/NBO/E/000/999/5615N12044W040
A) CZEG B) 2206272150 C) 2206272359
E) FORT ST. JOHN MULTILATERATION (MLAT) U/S.
   FLT WITHIN 40NM RADIUS CENTRED ON 561443N 1204414W
   (FORT ST. JOHN AD (CYXJ)) MAY BE DENIED ROUTING AND/OR ALT REQUESTS)
```

5.6.6 Radio Communication Services

A NOTAM must be issued when the radio communication service at a ground facility is unserviceable or when the designated operational coverage (range in NM and/or height in FT AMSL or in FL) is reduced. Reduction in coverage can be stated when available.

5.6.6.1 Control Tower, Flight Service Station, CARS Unit

When the communication service is associated with a control tower, flight service station, or CARS unit, the Q-Line lower/upper limits and radius must be equivalent to the radius of the airspace where the service is being provided.

The applicable service name and type (callsign) must be stated in the NOTAM text. If known, the alternative frequency to be used may also be stated.

The following examples show services that are associated with a control tower, flight service station or CARS unit. The Q-Line values are representative of the airspace where the service is provided, regardless of the statement in the NOTAM.

Example 1:
```
L3421/22 NOTAMN
Q) CZEG/QCAAS/IV/B/AE/000/031/6749N11509W005
A) CYCO B) YYMMDDHHMM C) YYMMDDHHMM
E) KUGLUKTUK AP RDO FREQ 122.1MHZ U/S
```

Example 2:
```
H1145/22 NOTAMN
Q) CZQX/QCAAS/IV/B/AE/000/035/4737N05245W007
A) CYYT B) YYMMDDHHMM C) YYMMDDHHMM
E) ST JOHN'S TWR FREQ 236.6MHZ U/S. USE 120.6MHZ
```

Example 3:
```
L1145/22 NOTAMN
Q) CZVR/QCAAS/IV/B/AE/000/061/5211N12203W005
A) CYWL B) YYMMDDHHMM C) YYMMDDHHMM
E) WILLIAMS LAKE RDO FREQ 122.3MHZ U/S. USE 126.7MHZ.
```

Example 4:
```
M1237/22 NOTAMN
Q) CZYZ/QCAAS/IV/B/AE/000/025/4338N07924W007
A) CYTZ B) YYMMDDHHMM C) YYMMDDHHMM
E) TORONTO CITY GND CTL FREQ 121.7MHZ U/S. USE 119.2MHZ.
```

In the following example the Q-Line radius aligns with the area where the service is provided despite the NOTAM text indicating a greater distance. This is because the service is only provided within a 5NM radius, but users are expected to advise prior to entering the mandatory frequency zone.

Example 5:
```
L1452/22 NOTAMN
Q) CZEG/QCALT/IV/B/AE/000/032/6922N08149W005
A) CYGT B) YYMMDDHHMM C) YYMMDDHHMM
E) IGLOOLIK AP RDO FREQ 122.1MHZ REDUCED COVERAGE TO 15NM
```

5.6.6.2 Terminal, Arrival, Departure Services

For services such as terminal, arrival or departure, a Q-line radius of 70NM must be used with a lower/upper limit of 000/999.

Example 1:
```
G4345/22 NOTAMN
Q) CZWG/QCAAS/IV/B/AE/000/999/5210N10642W070
A) CYXE B) YYMMDDHHMM C) YYMMDDHHMM
E) SASKATOON ARR/DEP FREQ 119.9MHZ U/S.
```

Example 2:
```
H5695/22 NOTAMN
Q) CZUL/QCAAS/IV/B/AE/000/999/4519N07540W070
A) CYOW B) YYMMDDHHMM C) YYMMDDHHMM
E) OTTAWA TERMINAL FREQ 119.9MHZ U/S.

   FR:
   TERMINAL D'OTTAWA FREQ 119.9MHZ U/S.
```

5.6.6.3 Emergency Frequency Services

The emergency frequencies 121.5MHZ and 243.0MHZ must have Q-Line lower and upper limits of 000/999 and the Q-Line radius must be 70NM. The service provided is to be stated as "EMERG".

Example 1:
```
G1145/19 NOTAMN
Q) CZYZ/QCAAS/IV/B/AE/000/999/4414N07636W070
A) CYGK B) YYMMDDHHMM C) YYMMDDHHMM
E) KINGSTON EMERG FREQ 121.5MHZ U/S
```

5.6.6.4 RCO and DRCO FISE

A NOTAM must be issued to advertise the unavailability of Flight Information Service Enroute (FISE) when it is provided through an RCO or DRCO.

If the RCO or DRCO FISE is listed under a specific aerodrome in the CFS or CWAS, the NOTAM must be issued under that aerodrome with a scope of AE.

If the RCO or DRCO FISE is not listed under a specific aerodrome, the NOTAM must be issued under the FIR in which the communication outlet is located. In this case, the Q-Line coordinates are where the facility is located. The coordinates can be found in the CFS Planning – NAV CANADA FIC AREA OF RESPONSIBILITY FOR FISE RCOs Section under the applicable FIC. The scope is E.

In all cases, the NOTAM text must include the callsign of the responsible FIC or FSS. Because RCO FISE can be provided in high-enroute operations, the NOTAM must be issued under an international series and the Q-line vertical limits are 000/999. The default radius Q-line radius of 70NM is applied (refer to section 4.4.12 - *Qualifier "GEOGRAPHICAL REFERENCE" – Radius*, Table 3).

Example 1:
```
H1026/19 NOTAMN
Q) CZUL/QCAAS/IV/B/AE/000/999/5827N07807W070
A) CYPH B) YYMMDDHHMM C) YYMMDDHHMM
E) QUEBEC RDO DIAL-UP REMOTE COM OUTLET (DRCO) FLT INFO SVC ENR (FISE)
   123.55MHZ AT INUKJUAK U/S
```

Example 2:
```
H1026/19 NOTAMN
Q) CZUL/QCAAS/IV/B/E/000/999/6839N07114W070
A) CZUL B) YYMMDDHHMM C) YYMMDDHHMM
E) QUEBEC RDO DIAL-UP REMOTE COM OUTLET (DRCO) FLT INFO SVC ENR (FISE)
   123.55MHZ AT DEWAR LAKES U/S
```

When an alternate frequency is available, this can be specified in the NOTAM.

Example 3:
```
H1026/19 NOTAMN
Q) CZUL/QCAAS/IV/B/AE/000/999/4737N06544W070
A) CZBF B) YYMMDDHHMM C) YYMMDDHHMM
E) QUEBEC RDO REMOTE COM OUTLET (RCO) FLT INFO SVC ENR (FISE) 123.475MHZ AT
   BATHURST U/S. USE 126.7MHZ.
```

5.6.6.5 RCO and DRCO RAAS

A NOTAM must be issued to advertise the unavailability of Remote Aerodrome Advisory Service (RAAS) when it is provided through an RCO or DRCO.

Item A) of the NOTAM must be the aerodrome where the service is provided, as listed in the CFS or CWAS. If there are multiple aerodromes that are provided RAAS on a single frequency from the same ATS unit, a NOTAM must be issued for each aerodrome affected. Because this service is directly related to the dimensions of the mandatory frequency area, which can vary for each location, the Q-Line radius and vertical limits must be equivalent to the mandatory frequency area. This information can be found in the CFS or CWAS under COMM section MF sub-section for the aerodrome of interest. The text must also include the callsign of the responsible FIC or FSS.

Example:
```
N1026/19 NOTAMN
Q) CZUL/QCAAS/IV/B/AE/000/040/4803N07747W005
A) CYVO B) YYMMDDHHMM C) YYMMDDHHMM
E) ROUYN RDO REMOTE COM OUTLET (RCO) REMOTE AD ADVISORY SVC (RAAS) 118.5MHZ
   AT VAL-D'OR AD U/S
```

5.6.6.6 PAL (ACC or Terminal)

Centre PAL

For Centre PAL, the callsign of the ACC controlling the PAL must be included in Item E). The location of the PAL must be included in the text. Item A) includes the location indicator of the aerodrome served or the FIR when it is an enroute PAL not listed under an AD.

Example:
```
G1125/23 NOTAMN
Q) CZYZ/QCAAS/IV/B/AE/000/999/…W200
A) CYXZ B) YYMMDDHHMM C) YYMMDDHHMM
E) TORONTO CENTRE PERIPHERAL STATION (PAL) 124.075MHZ AT WAWA U/S
```

If issues are being experienced with a PAL frequency but the frequency is still useable and a NOTAM is requested, the NOTAM must state the frequency is `SUBJECT TO INTERRUPTION.`

Example:
```
G1015/21 NOTAMN
Q) CZYZ/QCALS/IV/B/AE/000/999/…W200
A) CYSB B) YYMMDDHHMM C) YYMMDDHHMM
E) TORONTO CENTRE PERIPHERAL STATION (PAL) 135.5MHZ AT SUDBURY
   SUBJECT TO INTERRUPTION
```

Terminal PAL

For Terminal PAL, the location indicator of the aerodrome served by PAL must be included in Item A). The name of the Terminal and the name of the aerodrome served must be included in the text.

Example:
```
F1076/19 NOTAMN
Q) CZVR/QCAAS/IV/B/AE/000/240/…W200
A) CYXX B) YYMMDDHHMM C) YYMMDDHHMM
E) VICTORIA TERMINAL PERIPHERAL STATION (PAL) 132.7MHZ AT
   ABBOTSFORD U/S
```

5.6.6.7 Gander International Air Frequencies

The NOTAM for International air frequencies must include the location of the RCO in the text. If the frequency is associated to a specific aerodrome, the NOTAM must be issued with Scope `AE` and the aerodrome location indicator in Item A), if not; the NOTAM is issued under impacted FIR(s) listed in Item A).

Example 1:
```
F1109/19 NOTAMN
Q) CZEG/QCAAS/IV/B/AE/000/999/6906N10508W100
A) CYCB B) YYMMDDHHMM C) YYMMDDHHMM
E) GANDER RDO REMOTE COM OUTLET (RCO) INTL AIR FREQ 2971KHZ
   AT CAMBRIDGE BAY U/S
```

Example 2:
```
H1112/19 NOTAMN
Q) CZQX/QCAAS/IV/B/E/000/999/5530N04330W075
A) CZQX B) YYMMDDHHMM C) YYMMDDHHMM
E) GANDER INTL AIR FREQ 127.1MHZ U/S
```

Example 3:
```
H1123/19 NOTAMN
Q) CZQX/QCAAS/IV/B/E/000/999/4500N04030W200
A) CZQX B) YYMMDDHHMM C) YYMMDDHHMM
E) INTL AIR FREQ NAT 'A' U/S
```

Example 4:
```
H1145/19 NOTAMN
Q) CZUL/QCAAS/IV/B/AE/000/999/…W100
A) CYFB B) YYMMDDHHMM C) YYMMDDHHMM
E) GANDER RDO REMOTE COM OUTLET (RCO) INTL AIR FREQ 4675KHZ
   AT IQALUIT U/S
```

5.6.7 ATIS

A NOTAM shall be issued for ATIS unserviceability or changes.

Example 1:
```
N1145/19 NOTAMN
Q) CZUL/QSAAS/IV/BO/A/000/999/4831N07103W005
A) CYRC B) YYMMDDHHMM C) YYMMDDHHMM
E) FRENCH ATIS 124.9MHZ U/S
```

Example 2:
```
N1145/19 NOTAMN
Q) CZUL/QSACF/IV/BO/A/000/999/4825N07103W005
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMM
E) CCS7 CHICOUTIMI (C.H. DE CHICOUTIMI) (HELI)
   ENGLISH ATIS FREQ CHANGED TO 124.2MHZ
```

Example 3:
```
N1145/19 NOTAMN
Q) CZUL/QSAAH/IV/BO/A/000/999/5013N06616W005
A) CYZV B) YYMMDDHHMM C) YYMMDDHHMM
E) ENGLISH ATIS 124.8MHZ AND FRENCH ATIS 134.9MHZ HR OF OPS CHANGED
   TO 1000-0300
```

5.6.8 Signal Light Gun

A NOTAM shall be issued for control tower signal light gun unserviceability.

Example:
```
E1154/19 NOTAMN
Q) CZUL/QSTLT/IV/NBO/AE/000/030/4519N07540W007
A) CYOW B) YYMMDDHHMM C) YYMMDDHHMMEST
E) TWR VISUAL SIGNALS NOT AVBL. LGT GUN U/S
```

5.6.9 CPDLC

A NOTAM is issued when the controller-pilot data link communications (CPDLC) are unserviceable or not available. The NOTAM is issued under the FIR where the service is provided.

Example:
```
G1006/19 NOTAMN
Q) CZYZ/QCDAS/IV/BO/E/000/999/4729N08055W999
A) CZYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) CPDLC NOT AVBL
```

5.6.10 Pre-Departure Clearance (PDC)

A NOTAM may be issued when PDC data link communications are not available. Aerodromes where PDC is provided are listed in *AIP Canada* GEN 3.4.3.3.

Example:
```
G1006/19 NOTAMN
Q) CZYZ/QCDAS/IV/BO/AE/000/999/4341N07938W005
A) CYYZ B) YYMMDDHHMM C) YYMMDDHHMMEST
E) PRE-DEPARTURE CLEARANCE (PDC) NOT AVBL
```

5.6.11 Pre-Taxi Clearance (PTC)

A NOTAM may be issued when PTC communications are not available. The availability of PTC at a particular aerodrome is provided in the COMM section for an aerodrome in the *Canada Flight Supplement*.

The subject code “SS – Flight Information Service (FSS)” is used because PTC is only available at those aerodromes served by an FSS.

Example:
```
M1006/23 NOTAMN
Q) CZYZ/QSSLT/IV/BO/AE/000/999/4638N08048W005
A) CYSB B) YYMMDDHHMM C) YYMMDDHHMMEST
E) PRE-TAXI CLEARANCE (PTC) NOT AVBL
```

5.7 Lighting

A NOTAM shall be issued for the following lighting unserviceability.

5.7.1 Runway Edge Lighting

Runway edge light covered or partially covered by snow limiting low visibility and night operations are deemed unserviceable.

Example 1:
```
Q) CZ../QLEAS/IV/BO/A/000/999/… 005
E) REDL 14/32 U/S
E) REDL 05/23 U/S FLR POTS AVBL 1HR PN 555-111-2222
E) REDL 06/24 AVBL WITH ACFT RDO CTL AD LGT (ARCAL) ONLY
```

5.7.2 Taxiway Lighting

Example 1:
```
Q) CZ../QLYAS/IV/M/A/000/999/… 005
E) TWY EDGE LGT U/S
E) TWY C EDGE LGT U/S
```

Example 2:
```
Q) CZ../QLXAS/IV/M/A/000/999/… 005
E) TWY A CL LGT U/S
```

Example 3:
```
Q) CZ../QLYAS/IV/M/A/000/999/… 005
E) TWY A CL LGT AND EDGE LGT U/S
```

Only in the case of a taxiway intersecting with a runway:

Example 4:
```
Q) CZ../QLYAS/IV/M/A/000/999/… 005
E) TWY INT LGT U AND RWY 10/28 U/S
```

5.7.3 Heliport Lighting

Example:
```
Q) CZ../QLWAS/IV/B/A/000/999/… 005
E) PERIMETER LGT U/S
```

5.7.4 Aircraft Radio Control of Aerodrome Lighting (ARCAL)

Example 1:
```
Q) CZ../QLGAS/IV/B/A/000/999/… 005
E) ACFT RDO CTL AD LGT (ARCAL) U/S
```

Example 2:
```
Q) CZ../QLGLT/IV/B/A/000/999/… 005
E) ACFT RDO CTL AD LGT (ARCAL) LGT DURATION REDUCED TO 7MIN
```

Example 3:
```
Q) CZ../QLGAS/IV/B/A/000/999/… 005
E) ACFT RDO CTL AD LGT (ARCAL) U/S, REDL ON CONTINUOUSLY
```

Example 4:
```
Q) CZ../QLGAS/IV/B/A/000/999/… 005
E) ACFT RDO CTL AD LGT (ARCAL) U/S, REDL ON CONTINUOUSLY MEDIUM
   INTST
```

Example 5:
```
Q) CZ../QLGLT/IV/B/A/000/999/… 005
E) ACFT RDO CTL AD LGT (ARCAL) HR OF OPS: 1200-2215
```

5.7.5 Approach Lighting

For a partial failure of the approach lighting system, indicate the component of the system followed by the runway number. When the entire approach light system is out of service for a specific runway, use `ALS`.

Example 1:
```
Q) CZ../QLCAS/I/BO/A/000/999/… 005
E) CENTRE ROW LOW INTST APCH LGT 24 U/S
```

Example 2:
```
Q) CZ../QLIAS/IV/BO/A/000/999/… 005
E) RWY ID LGT 07 U/S
```

Example 3:
```
Q) CZ../QLAAS/IV/NBO/A/000/999/… 005
E) ALS 06 U/S
```

For high-intensity approach lighting systems, the visibility minima of an instrument approach procedure may be reduced by up to ½ SM when there is a fully functional lighting system. However, if there is a lighting system failure, the procedure for an inoperative high-intensity approach lighting system that is provided in AIP AD 2.22.4 must be followed, and the approach minima must be adjusted accordingly. Therefore, when one of the high-intensity approach lighting systems listed below is inoperative or when the intensity level cannot be changed, the NOTAM must state `APPLY PROC FOR HIGH INTST APCH LGT INOPERATIVE` with a reference to AIP AD 2.22.4 to aid in-flight planning. The applicable approach lighting systems include (note the CFS short code in brackets):

- High Intensity SSALR (AN)
- Category II/III High Intensity ALSF-2 (AL)
- High Intensity SSALS (AW)
- Category I High Intensity (AE) (also known as ALSF-1)
- Category II High Intensity (AC)

Example 4:
```
Q) CZ../QLAAS/IV/NBO/A/000/999/… 005
E) ALS 22 U/S. APPLY PROC FOR HIGH INTST APCH LGT INOPERATIVE
  (AIP AD 2.22.4).
```

Any time the intensity level of a high-intensity approach lighting system cannot be changed, the NOTAM must state `ON CONTINUOUSLY INTST` and the intensity level in addition to the inoperative and reference data.

Example 5:
```
Q) CZ../QLAAS/IV/NBO/A/000/999/… 005
E) ALS 15 ON CONTINUOUSLY INTST 2. APPLY PROC FOR HIGH INTST APCH LGT
   INOPERATIVE (AIP AD 2.22.4).
```

5.7.6 Approach Slope/Path Indicator System

The type of system affected is to be mentioned followed by the runway number.

Example 1:
```
Q) CZ../QLPAS/IV/BO/A/000/999/… 005
E) PAPI 07 U/S
E) APAPI 17 U/S
```

Example 2:
```
Q) CZ../QLVAS/IV/BO/A/000/999/… 005
E) VASIS 15 AND 33 U/S
```

5.7.7 Aerodrome Beacon (Rotating or Strobe)

Example:
```
Q) CZ../QLBAS/V/M/A/000/999/… 005
E) ABN U/S
```

5.7.8 Wind Direction Indicator Lighting

If there is more than one wind direction indicator at the aerodrome, its location shall be identified.

Examples:
```
Q) CZ../QFWAS/V/M/A/000/999/… 005
E) WDI LGT U/S
E) WDI LGT THR 07 U/S
```

5.7.9 Hazard Beacon

A NOTAM shall be issued for hazard beacon unserviceability.

Example:
```
Q) CZ../QOLAS/V/M/A/000/999/… 005
E) HBN 4 AND 6 U/S
```

5.7.10 All Aerodrome Lighting

In the event of a power failure or other significant event, a NOTAM may be issued for a complete failure of aerodrome lighting

Example 1:
```
Q) CZ../QLRAS/IV/NBO/A/000/999/… 005
E) ALL AD LGT U/S
```

5.8 Weather

5.8.1 Weather Information

A NOTAM should be issued for full or partial unavailability or degradation of weather information. For facilities associated with an aerodrome, the NOTAM is issued with this aerodrome in Item A). Otherwise, the NOTAM is issued under the FIR with the name of the facility in Item E).

Human observers and Automated Weather Observation systems (AWOS) produce Aerodrome Routine Meteorological Reports (METAR) and Aerodrome Special Meteorological Reports (SPECI). Limited Weather Information Systems (LWIS) produce less sophisticated weather reports. Automated Weather Systems (AUTO) produce weather information that does not meet the criteria for METAR, SPECI, or LWIS.

The appropriate NOTAM phrases to describe the above systems are as follows:

System	NOTAM Phraseology
Automated Weather Observation System (AWOS)	AUTOMATED WX OBS SYSTEM (AWOS)
Limited Weather Information System (LWIS)	LTD WX INFO SYSTEM (LWIS)
Automated Weather System (AUTO)	AUTOMATED WX SYSTEM (AUTO)

5.8.1.1 Total Failure of METAR, LWIS and AUTO

For total failure of weather reporting systems or personnel, the following syntax should be used:

Example 1:
```
Q) CZ../QFMAU/IV/BO/A/000/999/… 005
E) METAR NOT AVBL
```

Example 2:
```
Q) CZ../QFMAU/IV/BO/E/000/999/… 050
E) LYTTON METAR NOT AVBL
```

Example 3:
```
Q) CZ../QFMAU/IV/BO/A/000/999/… 005
E) LTD WX INFO SYSTEM (LWIS) INFO NOT AVBL
```

Example 4:
```
Q) CZ../QFMAU/IV/BO/A/000/999/… 005
E) AUTOMATED WX SYSTEM (AUTO) U/S
```

For sites with METAR during some hours of operation and LWIS during others, a combined NOTAM can be issued:

Example 5:
```
Q) CZ../QFMAU/IV/BO/A/000/999/… 005
E) METAR AND LTD WX INFO SYSTEM (LWIS) INFO NOT AVBL
```

5.8.1.2 Partial Unavailability of METAR or LWIS Report

If some parts of a METAR or LWIS report are unavailable, a NOTAM should be issued stating which information is not provided. Weather observers are trained to estimate cloud height and wind velocity; therefore, if the cloud or wind measuring equipment (or a display system) is unserviceable, a NOTAM is not issued if an observer is present.

The weather elements that can be reported on METAR and included in NOTAMs are:

- wind direction, speed and gusts (`WIND INFO`)
- visibility (`VIS`)
- precipitation occurrence and type (`PRECIPITATION`)
- icing (`ICING`)
- obstruction to vision such as fog or haze (`OBST TO VIS`)
- thunderstorm (`THUNDERSTORM`)
- cloud height and sky coverage (`CLOUD HGT AND COVERAGE`)[23]
- temperature (`TEMPERATURE`)
- dew point (`DEW POINT`)

[23] Cloud height and sky coverage are always used together.

- altimeter setting (ALTIMETER)

Example 1:
```
Q) CZ../QFMAU/IV/BO/A/000/999/… 005
E) METAR ICING INFO NOT AVBL
```

Example 2:
```
Q) CZ../QFMAU/IV/BO/A/000/999/… 005
E) METAR PRECIPITATION, ICING, OBST TO VIS, TEMPERATURE AND DEW
   POINT INFO NOT AVBL
```

The weather elements that can be reported by LWIS are:

- wind direction, speed and gusts (WIND INFO)
- temperature (TEMPERATURE)
- dew point (DEW POINT)
- altimeter setting (ALTIMETER)

Example 3:
```
Q) CZ../QFMAU/IV/BO/A/000/999/… 005
E) LTD WX INFO SYSTEM (LWIS) ALTIMETER INFO NOT AVBL
```

5.8.1.3 METAR and LWIS Additional Information

If weather elements are available but the information cannot be broadcasted over the telephone and/or frequency as advertised, a NOTAM should be issued. The NOTAM text mentions the affected system (AWOS or LWIS) and the unserviceable voice generator.

Example 1:
```
Q) CZ../QFMLT/IV/BO/A/000/999/… 005
E) AUTOMATED WX OBS SYSTEM (AWOS) VOICE GENERATOR 127.45MHZ U/S
```

If the system (AWOS or LWIS) is on maintenance, the METAR, SPECI or LWIS information is not sent on the circuit. Therefore, a NOTAM can be issued mentioning the METAR (or LWIS report) not being available.

Example 2:
```
Q) CZ../QFMLT/IV/BO/A/000/999/… 005
E) METAR NOT AVBL
```

If the AWOS visibility sensor is reporting but the visibility is not representative of the prevailing conditions at an aerodrome due to a temporary phenomenon such as a localised fog bank and where there is a control tower, a NOTAM should be issued. The NOTAM must state VIS NON-REPRESENTATIVE, TWR VIS PREVAILS.

Example 3:
```
Q) CZ../QFMLT/IV/BO/A/000/999/… 005
E) METAR VIS NON-REPRESENTATIVE,
   TWR VIS PREVAILS, CTC xxx.xMHZ OR 1-877-xxx-xxxx
```

If other sensors are reporting invalid data, a NOTAM can be issued indicating which information is unreliable.

Example 4:
```
Q) CZ../QFMLT/IV/BO/A/000/999/… 005
E) TEMPERATURE UNREL
```

If the system (AWOS or LWIS) is on line and one or more sensors are reporting accurate data but are intermittent, a NOTAM should be issued. The NOTAM text mentions the affected element(s), appended with the word INTERMITTENT.

Example 5:
```
Q) CZ../QFMLT/IV/BO/A/000/999/… 005
E) TEMPERATURE INTERMITTENT
```

If a communication link problem results in the weather information only being available locally, a NOTAM can be issued mentioning the system and the link problem.

Example 6:
```
Q) CZ../QFMLT/IV/BO/A/000/999/… 005
E) AUTOMATED WX OBS SYSTEM (AWOS) COM LINK U/S,
   INFO AVBL LOCALLY ON 118.2MHZ
```

5.8.1.4 Automated WX System (AUTO)

For partial or total failure of automated weather systems (AUTO), a NOTAM should be issued stating the entire system is unserviceable. As these systems are not monitored or supported by NAV CANADA, the entire system is always to be considered unserviceable, even if only a portion of the system is unserviceable.

Example:
```
Q) CZ../QFMAU/IV/BO/A/000/999/… 005
E) AUTOMATED WX SYSTEM (AUTO) U/S
```

5.8.2 Private Meteorological Service

Operators authorized to provide meteorological reports through an Approach UNICOM (AU) may provide an altimeter setting report, a wind direction and speed report, or both. A NOTAM shall be issued to indicate these services are not available.

Example 1 :
```
P1145/19 NOTAMN
Q) CZYZ/QFMAU/IV/BO/A/000/999/4943N08341W005
E) ALTIMETER INFO NOT AVBL
```

Example 2 :
```
P1236/19 NOTAMN
Q) CZYZ/QFMAU/IV/BO/A/000/999/4943N08341W005
E) WIND INFO NOT AVBL
```

5.8.3 Wind Direction Indicator

A NOTAM shall be issued to indicate the unserviceability of a wind direction indicator[24]. If there is more than one wind direction indicator at the aerodrome, its location shall be identified.

Example:
```
Q) CZ../QFWAS/V/M/A/000/999/… 005
E) WDI U/S
E) WDI THR 30 U/S
```

5.8.4 Off-Aerodrome Weather Stations

Off-aerodrome weather stations are stations listed in the Weather (WX) sub-section of the Flight Planning (FLT PLN) section under an aerodrome in the CFS, and identified as having a different location indicator than the aerodrome. The NOTAM is published with the applicable aerodrome in Item A). The NOTAM text must state the weather station's location indicator.

Example 1 :
```
O1323/21 NOTAMN
Q) CZVR/QFMAU/IV/BO/A/000/999/4950N11453W005
A) CYSW B) YYMMDDHHMM C) YYMMDDHHMM
E) SPARWOOD / ELK VALLEY METAR (CWSW) NOT AVBL
```

5.8.5 Weather Stations not Associated with an Aerodrome

Weather stations with no associated aerodrome listed in the CFS are to be published with the subject code of FM – "Meteorological Service" and a scope of E. The NOTAM is published with the applicable FIR in Item A) and has a radius of 5NM and a Q-line upper limit of 180. The NOTAM text must state the

[24] The term WINDSOCK is not used.

weather station's location indicator. The NOTAM are issued under the "National" dissemination category (Series O, P, or Q).

Example 1 :
```
O4235/21 NOTAMN
Q) CZVR/QFMAU/IV/BO/E/000/180/5015N12134W005
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) LYTTON METAR (CWLY) NOT AVBL
```

Example 2 :
```
O5236/21 NOTAMN
Q) CZVR/QFMAU/IV/BO/E/000/180/5116N12141W005
A) CZVR B) YYMMDDHHMM C) YYMMDDHHMM
E) CLINTON/BLEIBER RANCH METAR (CYIN) NOT AVBL
```

6 Canadian and Foreign NOTAM Processing

6.1 Processing of Canadian NOTAMs

6.1.1 AFS (AFTN)

To the extent practicable, NOTAMs are distributed via AFS (AFTN) to approved addresses. Each NOTAM must be transmitted as a single telecommunication message.

6.1.2 English and French NOTAMs

All NOTAMs are issued in English.

NOTAMs shall also be issued in French within the Quebec FIC Area of Responsibility except when Item A) of the NOTAM is an aerodrome in Nunavut or Labrador. The Quebec FIC AOR is published in the CFS. Therefore, NOTAM are also issued in French when:

- Item A) is or includes CZUL except if the central coordinates in the Q line of the NOTAM are within the territory of Nunavut or London FIC AOR, or
- Item A) is CZYZ, CZQM, CZQX or both CZQM and CZQX and the central coordinates in the Q line of the NOTAM are within the Quebec FIC AOR, or
- Item A) is an aerodrome located **within** the province of Quebec, or
- Item A) is an aerodrome located **outside** of the province of Quebec but within the Quebec FIC AOR, except for the portion of Nunavut and Labrador within the Quebec FIC AOR.

A list of aerodromes for which NOTAM are issued in English and French can be found in the AIP GEN 3.1.3.4. Both versions of the NOTAM are issued with the same NOTAM number; only the distribution address and the NOTAM text (Item E)) differ.

6.1.3 Canadian NOTAM Distribution

The NOTAM distribution is based on NOTAM Series to which NOTAM recipients subscribe to.

French NOTAMs are only distributed within Canada.

6.1.4 NOTAM Auto-numbering

After transmission of a NOTAM by the issuing site, NES automatically assigns a NOTAM number before distribution.

6.1.5 Rejection of NOTAM by the NOF

A NOTAM proposal submitted to the NOF is rejected when an error is discovered that cannot be corrected by the NOF, that is, there is no other alternative. A reason must be included with the rejection.

6.2 Canadian NOTAM Series

NOTAM series are based on selective dissemination categories and NOTAM regions. There are three NOTAM regions (Western, Central and Eastern) and six different series per region for a total of 18 series.

There are three dissemination categories, each containing six (6) series:

- **International:** disseminated to International stakeholders, to the U.S.A., and within Canada;
- **International – U.S.A.:** disseminated to the U.S.A. and within Canada; and
- **National:** disseminated within Canada only.

Appendix A provides a description of each NOTAM series including related NOTAM subjects.

Appendix B illustrates a description of the three NOTAM regions with their series.

6.3 Foreign NOTAM Processing

NAV CANADA does not review and store NOTAMs from other States.

Canadian stakeholders requiring International NOTAMs may receive them directly from other NOFs or from the European AIS Database (EAD). Request for missing NOTAMs can be sent directly to the publishing NOF[25] or to the European AIS Database (EAD) using procedures and format described in section 7.6, *EAD Database query for International NOTAMs from Other NOFs*. Stakeholders encountering difficulties in accessing foreign NOTAMs are to contact the Canadian NOF for assistance in querying the originating NOF.

[25] Note that other NOFs may have different query format and business rules.

7 Query / Response

Except where indicated, all examples represent a query to, or a response from the Canadian NOF and pertain to Canadian NOTAM.

7.1 General Principles

Query messages are based upon the use of AFS (AFTN). Unless specified, all queries and responses will yield the English version of the NOTAMs.

There are two types of requests, which are available for Canadian NOTAM (CYHQ) only:

- for one or multiple NOTAM
- for a list of valid NOTAM numbers

7.1.1 Structure, Codes and Symbols

To facilitate automatic processing, the queries for NOTAM and intermediate Checklists and their responses are identified by three-letter identifiers:

- Designator of queries for one or more NOTAM: `RQN`
- Designator of queries for a list of valid NOTAM: `RQL`
- Designator of response to queries: `RQR`

Contrary to “NOTAM” messages, brackets are not used to transmit a “Query NOTAM” message. The following codes and symbols are used in queries:

- “ – “ (hyphen) is used to indicate “TO” or “FROM-TO”
- “ “ (blank) is used to indicate “AND”
- “=” (equal) is used in queries to receive French text

Structure of a query:

`GG CYHQYNYX`	Message priority and recipient of the query
`160830 LFFAYNYX`	date and time of query (ddhhmm) and sender of query (France NOF)
`RQN CYHQ C0123/19`	query designator, NOTAM nationality, subject of query

Structure of a response[26]:

`GG LFFAYNYX`	Message priority and recipient of response (France NOF)
`160831 CYHQYNYX`	Date and time of response (ddhhmm) and NOF sending the response
`RQR CYHQ C0123/19`	Response designator, NOTAM Nationality, Subject of response
`(C0123/19 NOTAMN`	Body of response (NOTAM requested)
`Q) …/…./…. ….)`	

A response message shall only contain one NOTAM (or several messages in the case of a multi-part NOTAM) or a status text regarding the requested NOTAM, normally followed by the requested NOTAM.

7.2 Request for the Repetition of NOTAM (RQN)

When requesting several NOTAM, series and years can be mixed. To avoid network overload, the number of NOTAM in a single query message shall be limited to 100.

7.2.1 Single NOTAM

Request for Canadian NOTAM `C0123/19`.

Query:
```
GG CYHQYNYX
160830 LFFAYNYX
RQN CYHQ C0123/19
```

Response:
```
GG LFFAYNYX
160835 CYHQYNYX
RQR CYHQ C0123/19
(C0123/19 NOTAMN
Q) .../..../.... etc.)
```

7.2.2 Several NOTAMs within a Range

Request for all Canadian NOTAM between `C0200/19` and `C0203/19`. The responses will consist of separate messages, each containing one (1) NOTAM.

Query:
```
GG CYHQYNYX
281030 LFFAYNYX
RQN CYHQ C0200/19-C0203/19
```

Response:
```
GG LFFAYNYX
281035 CYHQYNYX
RQR CYHQ C0200/19
(C0200/19 NOTAMN
Q) .../..../.... etc.)

GG LFFAYNYX
281035 CYHQYNYX
RQR CYHQ C0201/19
(C0201/19 NOTAMN
Q) .../..../.... etc.)
```

[26] The response can contain a status line between the response designator line and the body of the response. Refer to section 7.3.3, *Response Messages (RQR) to Queries (correct syntax)*.

```
GG LFFAYNYX
281035 CYHQYNYX
RQR CYHQ C0202/19
(C0202/19 NOTAMN
Q) .../..../.... etc.)

GG LFFAYNYX
281035 CYHQYNYX
RQR CYHQ C0203/19
(C0203/19 NOTAMN
Q) .../..../.... etc.)
```

7.2.2.1 Several NOTAMs by Individual Numbers

Query for multiple specific individual NOTAM numbers:

```
GG CYHQYNYX
281530 LFFAYNYX
RQN CYHQ C0400/19 C0410/19 C0421/19 C0425/19 C0525/19
```

Response :

```
GG LFFAYNYX
281540 CYHQYNYX
RQR CYHQ C0400/19
(C0400/19 NOTAMN
Q) .../..../.... etc.)

GG LFFAYNYX
281540 CYHQYNYX
RQR CYHQ C0410/19
(C0410/19 NOTAMN
Q) .../..../.... etc.)

Etc.
```

Several NOTAM can be requested by mixing range(s) and individual number(s):

```
GG CYHQYNYX
281530 LFFAYNYX
RQN CYHQ C0400/19 C0410/19 C0421/19 C0470/19-C0499/19
```

7.2.2.2 NOTAMs with French Text

To request NOTAM with French text, following the last NOTAM number, include a comma, followed by a space, followed by LANG=C. The “C” stands for Combination of English and French text.

```
RQN CYHQ E0123/19 E0128/19 E0133/19, LANG=C
```

The result is one combined English and French NOTAM RQR message per NOTAM with two Items E), one in English and the other one in French (after FR:), for NOTAMs issued with both languages. For NOTAMs issued in English only, the result will be solely in English.

Reply:

```
RQR CYHQ E0123/19
(E0123/19 NOTAMN
Q) .../..../.... etc.)
….
E) English text

FR :
E) French text
```

```
RQR CYHQ E0128/19
(E0128/19 NOTAMN
Q) .../..../.... etc.)
….
E) English text
…
```

7.3 Request for a List of Valid NOTAM (RQL)

7.3.1 General Specifications

Contrary to a regular checklist – which is a NOTAM on its own -, the “List of valid NOTAM” is a free text message. The list of valid NOTAM resulting from a RQL query has a similar structure as a regular checklist, with the exception of the valid AIP amendments, AIP supplements and AIC. Note that since the last issued checklist is a valid NOTAM with its own number, the number will be listed with the rest.

Multiple series of the same Publishing NOF may be requested in one message.

A request for multiple NOTAM series shall result in multiple reply messages each containing one series checklist.

7.3.2 Examples

7.3.2.1 Request of a Single NOTAM Series

Request for the list of valid NOTAMs in series C:

Request:

```
GG CYHQYNYX
281040 LFFAYNYX
RQL CYHQ C
```

Reply:

```
GG LFFAYNYX
281055 CYHQYNYX
RQR CYHQ C
YEAR=2018 0322 0452
YEAR=2019 0001 0006 0010 0015 0016
0021 0035 0039
```

or

Reply:

```
GG LFFAYNYX
281055 CYHQYNYX
RQR CYHQ C
NO VALID NOTAM IN DATABASE/PAS DE NOTAM VALIDE EN BASE DE DONNEES
```

7.3.2.2 Request of Multiple NOTAM Series

Request for the list of valid NOTAMs in series D and G:

Request:

```
GG CYHQYNYX
310840 LIIAYNYX
RQL CYHQ D G
```

Reply:

```
GG LIIAYNYX
310850 CYHQYNYX
RQR CYHQ D
YEAR=2018 1678 1789
YEAR=2019 0012 0022 0056 0057 0058
0123 0124 0125
```

```
GG LIIAYNYX
310850 CYHQYNYX
RQR CYHQ G
YEAR=2018 5567 9976
YEAR=2019 0003 0145 0234 0777 0779
```

7.3.3 Response Messages (RQR) to Queries (correct syntax)

7.3.3.1 General Specifications

A Response message to RQN contains only one NOTAM (or one part of a Multi-part NOTAM).

Where NOTAM are issued in English and French, the status line is bilingual.

A single RQN request for multiple NOTAMs results in multiple response messages unless the requested NOTAMs are not available for a response.

If the queried NOTAM is no longer valid (expired, replaced or cancelled) or not available (never issued or removed from the database), a status line is included in the response as follows: (Only one status line per response is included.)

- if the NOTAM is no longer valid, the status line will precede the transmission of the NOTAM.
- if the NOTAM is not available, only the relevant status line will be transmitted.

If a multiple NOTAM RQN query contains multiple NOTAM that are not available, a single RQR response will list all non-available NOTAM with the pertinent status line.

The database retains expired, replaced or cancelled NOTAM for a period of 3 months.

7.3.3.2 Standard Expressions in Reply Messages

Only the following standards expressions are used. Standard expressions cannot be combined.

Table 6: Standard Expressions

Expression	Usage/meaning
NOTAM EXPIRED/NOTAM EXPIRE	The requested NOTAM Item C) was reached.
NOTAM CANCELLED BY/NOTAM ANNULE PAR C1324/19	The requested NOTAM was cancelled with a NOTAMC.
NOTAM REPLACED BY/NOTAM REMPLACE PAR C1324/19	The requested NOTAM was replaced with a NOTAMR
NOTAM NO LONGER IN DATABASE/NOTAM N'EST PLUS DISPONIBLE EN BASE DE DONNEES	The requested NOTAM has either expired, been replaced, cancelled more than 3 months ago and has been removed.
NOTAM NOT ISSUED/NOTAM NON EMIS	The requested NOTAM has not been issued by the publishing NOF.
NO VALID NOTAM IN DATABASE/PAS DE NOTAM DISPONIBLE EN BASE DE DONNEES	For checklist query only (RQL), when no valid NOTAM is available.

Examples for Status of NOTAM

Example 1: The requested NOTAM C0400/19 is expired.

Response:
```
GG LFFAYNYX
281600 CYHQYNYX
RQR CYHQ C0400/19
NOTAM EXPIRED/NOTAM EXPIRE
(C0400/19 NOTAMN
Q) .../.../.... etc.)
```

Example 2: The requested NOTAM `C0021/19` was cancelled.

Response:
```
GG LIIAYNYX
301235 CYHQYNYX
RQR CYHQ C0021/19
NOTAM CANCELLED BY/NOTAM ANNULE PAR C0023/19
(C0021/19 NOTAMR C0017/19
Q) .../.../.../ etc.
```

Example 3: The requested NOTAM `C1577/13` was not issued.

Response:
```
GG EDDZYNYX
110925 CYHQYNYX
RQR CYHQ C1577/13
NOTAM NOT ISSUED/NOTAM NON EMIS
```

Example 4: The requested NOTAM `C0449/19` was replaced.

Response:
```
GG LFFAYNYX
282055 CYHQYNYX
RQR CYHQ C0449/19
NOTAM REPLACED BY/NOTAM REMPLACE PAR C0452/19
(C0449/19 NOTAMN
Q) .../.../.../ etc.
```

The importance of transmitting the requested NOTAM is emphasized, even when it is already cancelled, replaced or deleted. Otherwise, there might be inconsistencies in the database, as NOTAM could not be removed.

7.4 Incorrect Queries (RQN, RQL)

The recipient of the query will inform the originator when a syntax error or unknown designator location indicator or series has been detected.

Table 7: Incorrect Queries

Standard Expression	Usage/meaning
`INCORRECT REQ MSG FORMAT PLEASE CORRECT AND REPEAT/FORMAT MSG REQ INCORRECT VEUILLEZ CORRIGER ET REPETER`	The requested received with syntax error.
`REQUESTED NOF OR SERIES NOT MANAGED/NOF OU SERIE DEMANDE NON GERE`	The NOF or series for which the NOTAM(s) is (are) requested is unknown.
`YOUR REQ MSG EXCEEDS MAX NR OF 100/VOTRE MSG REQ DEPASSE NR MAX DE 100`	The number of NOTAM requested has exceeded the request limit of 100

7.5 EAD Database query for International NOTAMs from Other NOFs

The requests and replies are identified as follows:

- Request for NOTAM `RQN`
- Request for a NOTAM original version `RQO`
- Request for ASHTAM[27] `RQA`
- Request for an intermediate checklist `RQL`
- Reply to requests `RQR`

Requests are sent to `EUECYRYX` in a `GG` priority message. All requests must contain the publishing NOF four-letter identifier and only one NOF can be included per query message. There can only be one series per message and NOTAM numbers must be included (that is, one cannot query for the entire series). To avoid network overload, limit the requests of NOTAMs (including original versions) in a single message to a maximum of 100 NOTAMs.

Example:
```
GG EUECYRYX
130858 CYQBYFYX
RQN EGGN B0119/19
```

For additional information on query format and reply messages, refer to section 7.2, *Request for the Repetition of NOTAM (RQN).*

[27] An ASHTAM is a special type of NOTAM pertaining to volcanic activity and ash clouds.

8 Procedures for RSC NOTAM

8.1 General

RSC NOTAM are NOTAM that contain information related to the condition and friction of runway surfaces in accordance with published reporting requirements.

Each RSC NOTAM includes a valid Runway Surface Condition (RSC) for all runways where winter maintenance is provided. The RSC NOTAM provides information describing runway surface conditions including the Runway Condition Codes (RWYCC) (if reporting by thirds), runway surface descriptions and the Canadian Runway Friction Index (CRFI). RWYCC, runway surface descriptions and CRFI all contain critical information for aircraft operations on contaminated surfaces.

If the RSC NOTAM is promulgated in both languages, the French section will follow the English section in the same manner as a regular NOTAM.

The information about the unavailability of an RSC report, when it is usually provided, is not to be reported in an RSC NOTAM but instead is to be reported in a regular NOTAM. Runway closures are also not to be promulgated by RSC NOTAM. However, if the runway is only temporarily closed, the conditions of the temporarily closed runway may be added to the RSC NOTAM if provided.

The decision to report RSC conditions by thirds or by full runway length is determined by the aerodrome operator as per AC300-019 section 5.3. The decision to report CRFI in thirds or by full runway length is dictated by section 322.416 of the *Airport Winter Maintenance Standards* (AWMS) – *Friction Measurement*. Additional information can be found in AC 300-019.

The following references provide further details and reporting requirements:

- Sections 302.401 to 302.417 of the *Canadian Aviation Regulations* (CARs) – *Airport Winter Maintenance* and the associated sections 322.401 to 322.417of the AWMS
- Section 302.07 of the CARs – *Obligations of Operator* and the associated aerodrome standards and recommended practices publications (TP 312)
- Advisory Circular (AC) 300-019 – *Global Reporting Format (GRF) for Runway Surface Condition Reporting*
- AC 300-005 - *Changes to Runway Surface Condition Reporting*
- *Aircraft Movement Surface Condition Report / Canadian Runway Friction Index* (AMSCR/CRFI) Form and associated user guide

8.2 Responsibility

8.2.1 Aerodrome Authority

The aerodrome authority is responsible for providing runway surface conditions and quantitative friction information (if applicable) to NAV CANADA. The information can be input directly at the site using an authorized web-based application or an authorized automated system, communicated in a written format using the Aircraft Movement Surface Condition Report & Canadian Runway Friction Index (AMSCR/CRFI) form available from Transport Canada, NAV CANADA (or a similar paper or electronic format), or communicated verbally.

If regular reports are only to be conveyed to the NAV CANADA unit verbally, a formal agreement between the aerodrome operator and NAV CANADA is required. Such agreements describe the authorized

agents, responsibilities and procedures for providing these reports on a regular basis. Infrequent reports may be provided verbally without a requirement for a formal agreement.

If an RSC NOTAM needs to be cancelled before the NOTAM End Time entered in Item C), the aerodrome operator is responsible for cancelling the RSC NOTAM.

8.2.2 NAV CANADA

NAV CANADA is responsible for formatting and distributing all RSC NOTAM as received from the responsible aerodrome authority.

Unlike regular NOTAM, RSC NOTAM are automatically distributed to the predetermined recipients without revision and editing at the NOF. Therefore, Flight Service Specialists shall be vigilant in making sure the proper format, abbreviations and terminology are used.

8.2.3 Transport Canada

Transport Canada is responsible for the information gathering requirements and regulations. These requirements are stipulated in the regulations, standards and guidance material listed in section 8.1 – *General*.

8.3 RSC NOTAM Format – Reporting by Runway Full Length

8.3.1 General

RSC NOTAM are presented in regular NOTAM format under Series S, A and B. Refer to Appendix B for additional information.

The Q Code `FAXX`, traffic `IV`, purpose `NBO` and scope `A` is used. The remainder of the Q-Line is completed in the same manner as a regular NOTAM for an aerodrome (refer to section 4.4.3 for additional details).

Example: `CZUL/QFAXX/IV/NBO/A/000/999/4528N07344W005`

All items of a regular NOTAM are included in an RSC NOTAM with the exception of Items D), F) and G).

For Item A), only aerodrome location indicators are allowed (or `CXXX` if the location indicator is alphanumeric). Refer to section 4.4.13 for more information.

Example:
```
A) CYOW
```
or
```
A) CXXX B) YYMMDDHHMM C) YYMMDDHHMM
E) CCD3 WOODSTOCK
```

For Items B) and C), the rules as described in sections 4.4.15 and 4.4.16 apply, with the exception of `EST`, which is not authorized in an RSC NOTAM. Item B) will indicate when the RSC NOTAM becomes valid. Item C) will indicate when the RSC NOTAM validity period ends at which time the NOTAM will automatically be removed from the system. This applies to the NOTAM validity times only and does not refer to the validity period of the individual RSC reports (or AMSCR). The validity period of the RSC report is reported separately in Item E). Refer to AC 300-019, CAR 322.417 and the *AMSCR/CRFI Form User Guide* for more details.

The main differences occur in Item E) of an RSC NOTAM. This item is unique in that it contains three distinct sections:

- Runway Surface Condition section (refer to section 8.3.2 *Item E) – Runway Surface Condition Reporting by Full Runway Length* and section 8.4.2 – *Runway Surface Condition Reporting by Thirds*). This section is mandatory for completion;
- CRFI section (refer to section 8.3.3 *Item E) – CRFI Information Reporting by Full Runway Length* and section 8.4.3 - *Runway Surface Condition Reporting by Thirds*). This section is mandatory for completion, depending on reporting requirements; and,
- Remarks section. (refer to section 8.3.4 *Taxiway, Apron and General Remarks Information by Full Runway Length*). Information on Taxiways and Aprons is required if the information is operationally significant. Information on General Remarks is optional for completion.

Cardinal points (`NORTH`, `SOUTH`, `EAST` or `WEST`) and inter-cardinal points (`NORTH-EAST`, `SOUTH-EAST`, `SOUTH-WEST`, `NORTH-WEST`) shall be used instead of left or right to describe a condition that is to one side of the centreline or runway edge. In RSC NOTAM, these points are always spelled out in full and intercardinal points are to be written as one word with a hyphen (refer to AC300-019 for more information).

Time is always reported in Coordinated Universal Time (UTC).

Finally, all runways are to be described separately and the phrase `ALL RWY` is not to be used.

Approved terms, format and abbreviations shall be used. Approved abbreviations can be found in Appendices D, *Abbreviations and Acronyms Used in Canadian NOTAMs (Decode)* and E, *Abbreviations and Acronyms Used in Canadian NOTAMs (Encode)*.

8.3.2 Item E) – Runway Surface Condition Reporting by Full Runway Length

The first portion of Item E) contains the RSC information for the runway described. The rules as described in sections 4.4.21.1 – *Characters* and 4.4.21.2- *Decoded Q-Code* apply.

The runway surface condition information in Item E) will include the following information groups in the following order:

1. RSC Header, which includes the runway direction identifiers (i.e. `RSC 07/25`),
2. Up to two runway surface descriptions for the cleared width of the full runway length including percentage of coverage and, if applicable, the associated depth in inches (`IN`),
3. Additional descriptions of `GRADED`, `SCARIFIED` and/or `PACKED` for unpaved/gravel runways (if applicable),
4. Cleared width of the runway (if reduced),
5. Any snow drifts, windrows and/or snowbanks on the cleared runway width (if applicable),
6. Any other localized conditions on the cleared runway width (if applicable),
7. Any treatments applied to the cleared runway width (if applicable),
8. Condition of the remaining width of the runway (if applicable),
9. Any snowbanks adjacent to the runway (if applicable),
10. Runway Remarks for any other information of operational importance (if applicable),
11. The validity period of the RSC report in the “from-to” format starting with the word `VALID`: `VALID MMM DD HHMM – MMM DD HHMM`. (Ex. `VALID FEB 04 1500 – FEB 04 2300`)

Each information group described above is ended with a period (.) in an RSC NOTAM with the exception of the RSC Header.

These information groups are described in further detail below.

8.3.2.1 Runway Surface Condition Report Identifier

Unless the location indicator is alphanumerical, Item E) in an RSC NOTAM begins with the identification of the runway for which the report is generated. It is identified as being an RSC report by beginning with the letters RSC followed by the numbered designation of the runway pair. For example, RSC 09/27.

8.3.2.2 Runway Surface Descriptions

After identifying the runway for which the runway surface condition report is generated, the following runway surface descriptions are used to describe the presence or absence of contaminants or other conditions on the runway. Only these runway surface descriptions are to be used in an RSC NOTAM. When reporting runway surface descriptions, no abbreviations are used.

COMPACTED SNOW	SLUSH ON TOP OF ICE
DRY	STANDING WATER
DRY SNOW	WATER ON TOP OF COMPACTED SNOW
DRY SNOW ON TOP OF COMPACTED SNOW	WET
DRY SNOW ON TOP OF ICE	WET ICE
FROST	WET SNOW
ICE	WET SNOW ON TOP OF COMPACTED SNOW
SLIPPERY WHEN WET	WET SNOW ON TOP OF ICE
SLUSH	

A runway surface description is reported with an associated percentage of coverage and, if applicable, an associated depth (refer to AC 300-019 for reporting requirements). These measurements are measured as an average for the full runway length. Up to two runway surface descriptions can be reported by using the word AND in between. As the maximum number of runway surface descriptions that can be reported is two, the percentage of coverage does not need to add up to 100%. In addition, the term DRY is only reported when the runway surface condition is 100% dry.

Example: 30 PCT 1/4IN DRY SNOW AND 20 PCT 1/8IN SLUSH …

8.3.2.3 Gravel / Unpaved Runway Descriptions

For gravel and/or unpaved runways the following descriptions can also be used and are stated after the runway surface descriptions:

- PACKED
- GRADED
- SCARIFIED

If there are multiple descriptions, they are separated by a comma (,).

Example: RSC 03/21 40 PCT COMPACTED SNOW. PACKED, GRADED. …

8.3.2.4 Cleared Width and Offset Runway Centreline

If the runway is not cleared to the full width, the cleared width is reported in feet and is reported after the runway surface descriptions. If the runway cleared width is not symmetrical about the runway centreline, the cardinal (or inter-cardinal) direction of the offset is reported in the RSC.

Example 1: `RSC 09/27 … 100FT WIDTH.`

Example 2: `RSC 09/27 … 120FT WIDTH OFFSET NORTH.`

Example 3: `RSC 09/27 … 130FT WIDTH OFFSET SOUTH.`

8.3.2.5 Snow Drifts, Windrows or Snowbanks on Runway

The following terms are used to describe additional conditions on the runway when applicable:

- SNOW DRIFTS
- WINDROWS
- SNOWBANKS

The associated height is reported in feet and/or inches (as applicable).

Their location is reported in feet (FT) from either:

- the runway threshold in 100ft increments, or
- either side(s) of the runway centreline (as applicable), or
- the runway edge(s), or
- the edge of the cleared width, or
- with reference to an intersecting runway

If multiple conditions are to be reported they are separated by a comma (,). Reporting requirements are further described in AC 300-019.

If there are multiple snow drifts and a location is not able to be reported, the snow drifts are reported in the runway remarks section.

Example 1 with location reported from the runway threshold:

```
RSC 06/24 … 6IN SNOW DRIFTS 100FT FM THR 24. …
```

Example 2 with location reported from the centreline:

```
RSC 02/20 … 10IN WINDROWS 50FT EAST AND 30FT WEST FM CL. …
```

Example 3 with location reported from the runway edge:

```
RSC 06/24 … 1FT SNOWBANKS 5FT ALONG INSIDE SOUTH-EAST RWY EDGE. …
```

Example 4 with location reported along the cleared width:

```
RSC 02/20 … 3IN WINDROWS ALONG CLEARED WIDTH. …
```

Example 5 with location reported in reference to an intersecting runway:

```
RSC 14/32 … 2IN WINDROWS ACROSS INT OF RWY 02/20. …
```

8.3.2.6 Other Localized Conditions

Localized conditions are conditions that reduce the friction locally and are described separately from those described in section 8.3.2.2 *Runway Surface Descriptions*. They are reported by indicating the distance in feet from the nearest threshold in 100ft increments.

The terms to describe localized conditions are:

- ICE PATCHES
- COMPACTED SNOW PATCHES
- STANDING WATER PATCHES

Localized conditions not included in the list above are to be reported in the Runway Remarks section (see section 8.3.2.9).

Example 1: RSC 04/22 … ICE PATCHES 1600FT FM THR 22. …

Example 2: RSC 07/25 … STANDING WATER PATCHES 2200FT FM THR 07. …

8.3.2.7 Treatments

Treatments applied to the runway surface can be included with the option of including the time of application. The following terms are used:

- CHEMICALLY TREATED
- LOOSE SAND APPLIED
- CHEMICALLY TREATED AT HHMM
- LOOSE SAND APPLIED AT HHMM

If both chemicals and sand are applied, the report for each is separated by a comma (,).

Example: RSC 12/30 … CHEMICALLY TREATED AT 1230, LOOSE SAND APPLIED. …

8.3.2.8 Remaining Runway Width

Following the description of the cleared width, the remaining width is described using a maximum of one runway surface description and the associated depth (if applicable). The percentage of coverage is not reported.

Example 1: RSC 09/27 … REMAINING WIDTH 1 1/2IN WET SNOW.

Example 2: RSC 09/27 … REMAINING WIDTH COMPACTED SNOW.

8.3.2.9 Snowbanks Adjacent to the Runway

Reporting requirements for snowbanks adjacent to the runway are described in AC 300-019 and section 322.414 of the *AWMS - Snow Accumulation Adjacent to Runways or Taxiways*. The associated height (in feet, inches, or feet and inches) and distance (in feet) from outside the runway edge is included in the description.

Example 1: RSC 12/30 … 3FT SNOWBANKS 5FT OUTSIDE SOUTH-WEST RWY EDGE. …

Example 2: RSC 15/33 … 4FT 6IN SNOWBANKS 1FT OUTSIDE NORTH-EAST AND 1FT OUTSIDE SOUTH-WEST RWY EDGE. …

Example 3: RSC 01/19 … 5FT SNOWBANKS ON SOUTH-WEST RWY EDGE. …

8.3.2.10 Runway Remarks

The Runway Remarks section is meant to capture any additional remarks about the runway surface that the aerodrome operator determines is of operational significance. The term `RMK:` is not used. If there are multiple remarks they are separated by a comma (`,`).

Example: `RWY MARKINGS OBSCURED. …`

8.3.2.11 RSC Validity Period

The Runway Surface Condition portion of Item E) concludes with the validity period of the RSC report for that particular runway. The initial valid time is the time of observation for the RSC report. It is reported in a "from - to" format, starting with the word `VALID`:
`VALID MMM DD HHMM – MMM DD HHMM.`

Example 1: `RSC 04/22 … VALID MAR 29 0600 – MAR 29 1400.`

Example 2: `RSC 04/22 … VALID FEB 08 2000 – FEB 09 0400.`

8.3.3 Item E) – CRFI Information Reporting by Full Runway Length

The second portion of Item E) contains the CRFI information starting with the header `ADDN NON-GRF/TALPA INFO:`. This will include both runway identifiers (i.e. `RWY 07/25`), the temperature, the CRFI measurement, and the observation time in the format YYMMDDHHMM.

If a CRFI is not provided or obtained, it is reported as `NR` (Not Reported) and the temperature and observation information is omitted. This is done so that every RSC NOTAM always looks the same.

Refer to section 322.416 of the *AWMS - Friction Measurement* for more details.

Example 1:
```
ADDN NON-GRF/TALPA INFO:
   CRFI 04/22 -3C .30 OBS AT YYMMDDHHMM.
```

Example 2:
```
ADDN NON-GRF/TALPA INFO:
   CRFI 12/30 NR.
```

8.3.4 Item E) - Taxiway, Apron and General Remarks Information Reporting

The third portion of Item E) is the remarks section that contains taxiway information, apron information, and general remarks (including the next observation time). Each are recorded under their own remarks' header.

Example:
```
RMK: TWY E, F 8IN WET SNOW.
RMK: ALL APN ICE PATCHES, CHEMICALLY TREATED AT HHMM.
RMK: CLEARING/SWEEPING IN PROGRESS.
```

Information on the conditions of taxiways and aprons is required if operationally significant as determined by the aerodrome operator. Only one (1) condition or contaminant can be reported with the associated depth (if applicable). No percentage of coverage information is to be reported.

Taxiway and apron information may include but is not limited to:

- runway surface descriptions and depth (as applicable),
- qualitative braking (e.g. `BRAKING ACTION POOR`),
- presence of snow drifts, windrows and snowbanks, and
- presence of treatments.

Each section of information regarding taxiways and aprons is separated by a comma (,). If multiple taxiways or aprons are being grouped separately and reporting the above conditions, each grouped section is ended with a period (.).

Example:
```
RMK: TWY E, F 1IN WET SNOW, BRAKING ACTION POOR, 6IN SNOW DRIFTS, CHEMICALLY
TREATED AT HHMM. TWY A, B, C 3IN WET SNOW, 1FT SNOWBANKS.
```

Reporting requirements are described in AC 300-019. If the conditions are the same for all taxiways or for all aprons, the term `ALL TWY` or `ALL APN` can be used.

General remarks are optional for an RSC NOTAM and appear after taxiway and apron information. Examples include `CONDITIONS CHANGING RAPIDLY` and `CLEARING/SWEEPING IN PROGRESS`. If reported, the last general remark will be the next observation time in the format of: `NEXT OBS AT MMM DD HHMM`. Refer to AC 300-019 for further details. If there are multiple remarks, each general remark comment is ended with a period (.).

It should be noted that the remark `CONDITIONS CHANGING RAPIDLY` is not permitted to be used as the only information for an RSC NOTAM. This phrase is a General Remark and can only be included with a full RSC report. The use of this phrase implies that the information in the RSC NOTAM may not be entirely accurate due to the changing weather conditions.

Example:
```
RMK: CLEARING/SWEEPING IN PROGRESS. CONDITIONS CHANGING RAPIDLY. NEXT OBS AT MMM DD
HHMM.
```

8.3.5 Multiple Runway Aerodromes Reporting by Full Runway Length

At aerodromes with multiple runways where a runway is listed in the Canada Flight Supplement as having no winter maintenance, that runway is not to be included in the RSC report.

When two or more runways are included in an RSC NOTAM, the RSC information is listed in ascending order starting with the lowest runway designator. If there are parallel runways, the ascending order begins with the left runway having the lowest runway designator. The report for each runway will be separated by a line to ensure that the information is easily readable. All RSC information is presented prior to displaying CRFI information.

When the CRFI for two or more runways are included in an RSC NOTAM, the same format as described above applies except there is no line separation between runway CRFI information.

Example:
```
RSC 03/21 …

RSC 15L/33R …

RSC 15R/33L …

ADDN NON-GRF/TALPA INFO:
CRFI 03/21 …
CRFI 15L/33R …
CRFI 15R/33L …
```

8.3.6 Runway Surface Condition by Full Runway Length Item E) Example

A completed example of Item E) when reporting by full runway length is shown below:

Example:
```
E) RSC 04/22 60 PCT 1/4IN DRY SNOW AND 20 PCT COMPACTED SNOW. 150FT WIDTH.
   3IN SNOW DRIFTS 50FT SOUTH-EAST FM CL. ICE PATCHES 1200FT FM THR 22.
   LOOSE SAND APPLIED AT 0400. REMAINING WIDTH COMPACTED SNOW.
   3FT SNOWBANKS 5FT OUTSIDE SOUTH-EAST AND 3FT OUTSIDE NORTH-WEST RWY EDGE.
   VALID JAN 04 0430 – JAN 04 1230
```

```
RSC 12/30 50 PCT 1/2IN DRY SNOW AND 30 PCT COMPACTED SNOW. 130FT WIDTH OFFSET
SOUTH-WEST. 8IN WINDROWS ALONG CLEARED WIDTH. CHEMICALLY TREATED AT 0520. REMAINING
WIDTH 3IN WET SNOW. 2FT SNOWBANKS 8FT OUTSIDE SOUTH-WEST AND 5FT OUTSIDE NORTH-EAST
RWY EDGE. VALID JAN 04 0600 - JAN 04 1400.

ADDN NON-GRF/TALPA INFO:
CRFI 04/22 -3C .32 OBS AT 2001040400.
CRFI 12/30 -3C .30 OBS AT 2001040530.

RMK: TWY A ICE PATCHES, CHEMICALLY TREATED AT 0330. TWY B,C,D,E 100 PCT COMPACTED
SNOW, 2FT SNOWBANKS. TWY F, G 2IN WET SNOW, LOOSE SAND APPLIED AT 0445. TWY H
BRAKING ACTION POOR.
RMK: ALL APN ICE PATCHES, CHEMICALLY TREATED AT 0345. APN I 1IN WET SNOW.
RMK: CLEARING/SWEEPING IN PROGRESS.
```

8.4 RSC NOTAM Format – Reporting by Runway Thirds

8.4.1 General

The procedures described in section 8.3 *RSC NOTAM Format – Reporting by Full Runway Length* also apply if reporting runway surface conditions and/or CRFI by thirds, with some exceptions. The key differences are how the Runway Surface Condition information and the CRFI information in Item E) are displayed in an RSC NOTAM.

8.4.2 Item E) – Runway Surface Condition Reporting by Thirds

When reporting the runway surface condition by thirds, the procedure is the same as section 8.3.2 *Item E) – Runway Surface Condition Reporting by Full Runway Length* with the following exceptions:

- Both runway directions are listed separately in ascending order. For example, `RSC 04` is immediately followed by `RSC 22`. The reports will be separated by a line to ensure the information is easily readable.
- The runway is divided into thirds (refer to AC 300-019 for additional information) for reporting RWYCCs and runway surface descriptions only. All other reporting is for the full runway length.
- A RWYCC is presented for each runway third before the runway surface descriptions. The RWYCC for each third is separated by an oblique (`3/4/5`)
- A maximum of two runway surface descriptions can be used per runway third. The runway surface descriptions for each third are separated by a comma (`,`)
- If the full width of the runway is not cleared, the conditions on the remaining width of the runway will be reported for the full runway length (i.e. not by runway thirds)
- If a RWYCC is upgraded or downgraded, it is included in the runway remarks and is the first remark stated. Reporting is limited to either `RWYCC UPGRADED` or `RWYCC DOWNGRADED` with a descriptor of `TOUCHDOWN`, `MIDPOINT`, `ROLLOUT`, or `ALL`.
- A runway remark is included stating `RWYCC DUE SLIPPERY WHEN WET` when a NOTAM is in effect stating that the runway does not meet the required friction requirements (slippery when wet) specified in *TP 312 – Aerodrome Standards and Recommended Practices*. This is because the RWYCCs reported may not match the values in the Runway Condition Assessment Matrix (RCAM) for the associated runway surface conditions (Refer to AC 300-019 for further details)

The runway surface condition information in Item E) will include the following information groups in the following order when reporting by thirds:

1. RSC Header, which includes the runway direction identifier (i.e. `RSC 09`)

2. The RWYCC for each third
3. Up to two runway surface descriptions for each third of the cleared runway width including percentage of coverage and, if applicable, the associated depth in inches (IN)
4. Cleared width of the runway (if reduced)
5. Any snow drifts, windrows and/or snowbanks on the cleared runway width (if applicable),
6. Any other localized conditions on the cleared runway width (if applicable)
7. Any treatments applied to the cleared runway width (if applicable)
8. Condition of the remaining width of the runway (if applicable)
9. Any snowbanks adjacent to the runway (if applicable)
10. Runway Remarks if RWYCC UPGRADED or RWYCC DOWNGRADED, if RWYCC DUE SLIPPERY WHEN WET and for any other information of operational importance (if applicable)
11. The validity period of the RSC report in the "from-to" format starting with the word VALID: VALID MMM DD HHMM – MMM DD HHMM. (Ex. VALID FEB 04 1500 – FEB 04 2300)

Each information group described above is ended with a period (.) in an RSC NOTAM with the exception of the RSC Report Indicator and RWYCC.

Example:

```
RSC 10 2/3/5 30 PCT 1/4IN SLUSH, 40 PCT 1/4IN WET SNOW, 30 PCT 1/8IN WET SNOW AND
30 PCT 1/8IN SLUSH. 120FT WIDTH. CHEMICALLY TREATED AT HHMM. REMAINING WIDTH 1/2IN
WET SNOW. …

RSC 28 5/3/2 30 PCT 1/8IN WET SNOW AND 30 PCT 1/8IN SLUSH, 40 PCT 1/4IN WET SNOW,
30 PCT 1/4IN SLUSH. 120FT WIDTH. CHEMICALLY TREATED AT HHMM. REMAINING WIDTH 1/2IN
WET SNOW. …
```

8.4.2.1 Item E) – RWYCC Upgrading and Downgrading

It is important to highlight that the RWYCC may not always correlate with the runway surface description being reported as shown in the Runway Condition Assessment Matrix (RCAM). This is because the airport operator can downgrade and, in some circumstances, upgrade the RWYCC depending on the actual braking conditions as a result of CRFI measurements, vehicle deceleration or directional control observations and/or pilot braking action reports. A runway remark is made to indicate if a RWYCC has been upgraded or downgraded with a description of TOUCHDOWN, MIDPOINT, or ROLLOUT to describe the location of the affected RWYCC. TOUCHDOWN refers to the first runway third, MIDPOINT the second runway third and ROLLOUT the third runway third. For example, TOUCHDOWN RWYCC DOWNGRADED would refer to a RWYCC downgrade in the first runway third. If all RWYCC are either upgraded or downgraded, then the description ALL is used. For example, ALL RWYCC UPGRADED.

8.4.3 Item E) - CRFI Information Reporting by Thirds

When reporting CRFI by thirds, the procedure is the same as section 8.3.3 *Item E) – CRFI Information by Full Runway Length* with the following exceptions:

- Only one runway direction is listed (i.e. CRFI 09).
- The runway is divided into thirds (refer to AC 300-019 for additional information).
- CRFI values are averaged for each third and are presented with each third separated by an oblique (.32/.34/.40).
- If any third is dry or has a surface condition that cannot be reported by CRFI it is annotated by the abbreviation NR (Not Reported). If all thirds are not reported, this is still annotated by NR but the

temperature and observation information is omitted. Refer to section 322.416 of the *AWMS – Friction Measurement* for more details when CRFI can be omitted.

- The information for both runway directions of a single runway is reported. As only one runway direction is reported per CRFI report, the lower runway designator is reported first followed by the reciprocal runway designator. For example, the CRFI report for RWY 04 is immediately followed by RWY 22. There is no line separating these reports.

Example:
```
ADDN NON-GRF/TALPA INFO:
CRFI 04 -3C .28/.32/NR OBS AT YYMMDDHHMM.
CRFI 22 -3C NR/.32/.28 OBS AT YYMMDDHHMM.
```

8.4.4 Multiple Runway Aerodromes Reporting by Thirds

When reporting by thirds and two or more runways are included in an RSC NOTAM, the RSC is listed in ascending order starting with the lowest runway designator with the corresponding reciprocal runway direction immediately following. If there are parallel runways, the ascending order begins with the left runway having the lowest runway designator. The report for each runway will be separated by a line to ensure that the information is presented clearly. All RSC are presented prior to commencing reporting on CRFI.

When CRFI for two or more runways are included in an RSC NOTAM, the same format as described above applies except there is no line separation between runway CRFI information.

Example:
```
RSC 03 …

RSC 21 …

RSC 15L …

RSC 33R …

RSC 15R …

RSC 33L …

ADDN NON-GRF/TALPA INFO:
CRFI 03 …
CRFI 21 …
CRFI 15L …
CRFI 33R …
CRFI 15R …
CRFI 33L …
```

8.4.5 Runway Surface Condition by Thirds Item E) Example

A completed example of Item E) when reporting by thirds and with multiple runways is shown below:

Example:

```
E) RSC 04 5/3/3 50 PCT 1/8IN DRY SNOW AND 20 PCT COMPACTED SNOW,
   40 PCT 1/4IN DRY SNOW, 25 PCT 1/2IN DRY SNOW AND 25 PCT 1/2IN DRY SNOW
   OVER COMPACTED SNOW. 150FT WIDTH. 3IN SNOW DRIFTS 50FT SOUTH-EAST FM CL.
   ICE PATCHES 1200FT FM THR 22. LOOSE SAND APPLIED AT 0515. REMAINING WIDTH
   COMPACTED SNOW. 3FT SNOWBANKS 5FT OUTSIDE SOUTH-EAST AND 6FT OUTSIDE
   NORTH-WEST RWY EDGE. VALID MAR 05 0600 – MAR 05 1400.

   RSC 22 3/3/5 25 PCT 1/2IN DRY SNOW AND 25 PCT 1/2IN DRY SNOW OVER COMPACTED
   SNOW, 40 PCT 1/4IN DRY SNOW, 50 PCT 1/8IN DRY SNOW AND 20 PCT COMPACTED SNOW.
   150FT WIDTH. 3IN SNOW DRIFTS 50FT SOUTH-EAST FM CL. ICE PATCHES 1200FT FM THR
   22. LOOSE SAND APPLIED AT 0515. REMAINING WIDTH COMPACTED SNOW. 3FT SNOWBANKS
   5FT OUTSIDE SOUTH-EAST AND 6FT OUTSIDE NORTH-WEST RWY EDGE. VALID MAR 05 0600 –
   MAR 05 1400.

   RSC 12 3/2/2 50 PCT 1/2IN WET SNOW, 40 PCT 1/2IN SLUSH AND 30 PCT 1/2IN
   WET SNOW, 50 PCT 1/2IN SLUSH. 150FT WIDTH OFFSET SOUTH-WEST. 8IN WINDROWS ALONG
   CLEARED WIDTH. CHEMICALLY TREATED AT 0645. REMAINING WIDTH 3IN WET SNOW. 2FT
   SNOWBANKS 8FT OUTSIDE SOUTH-WEST AND 7FT OUTSIDE NORTH-EAST RWY EDGE. VALID MAR
   05 0700 – MAR 05 1500.

   RSC 30 2/2/3 50 PCT 1/2IN SLUSH, 40 PCT 1/2IN SLUSH AND 30 PCT 1/2IN WET SNOW,
   50 PCT 1/2IN WET SNOW. 150FT WIDTH OFFSET SOUTH-WEST. 8IN WINDROWS ALONG CLEARED
   WIDTH. CHEMICALLY TREATED AT 0645. REMAINING WIDTH 3IN WET SNOW. 2FT SNOWBANKS
   8FT OUTSIDE SOUTH-WEST AND 7FT OUTSIDE NORTH-EAST RWY EDGE. VALID MAR 05 0700 –
   MAR 05 1500.

   ADDN NON-GRF/TALPA INFO:
   CRFI 04 -3C .40/.32/.30 OBS AT 2003050545.
   CRFI 22 -3C .30/.32/.40 OBS AT 2003050545.
   CRFI 12 NR/NR/NR.
   CRFI 30 NR/NR/NR.

   RMK: TWY A ICE PATCHES, CHEMICALLY TREATED AT 0530. TWY B,C,D,E 100 PCT
   COMPACTED SNOW, 2FT SNOWBANKS. TWY F, G 2IN WET SNOW, LOOSE SAND APPLIED AT
   0540. TWY H BRAKING ACTION POOR.
   RMK: ALL APN ICE PATCHES, CHEMICALLY TREATED AT 0615. APN I 1IN WET SNOW.
   RMK: CLEARING/SWEEPING IN PROGRESS.
```

8.5 Slippery When Wet Runways

If a runway has a CFS entry or a regular NOTAM (not RSC) in effect indicating that the runway is below the minimum friction standard (in accordance with *TP 312 – Aerodrome Standards and Recommended Practices*), the runway surface description `SLIPPERY WHEN WET` is used in place of the runway surface description `WET`. These conditions may exist due to excessive rubber build up on the runway and is reported by the aerodrome operator. An example of such a NOTAM is as follows:

```
Q) CZWG/MRXX/…
E) RWY 18/36 SLIPPERY WHEN WET
```

The reporting of RWYCCs also changes significantly. If reporting RWYCCs, the RWYCC can be no higher than a 3 and the RWYCC is the same for all three thirds, regardless of the runway surface description for that third. For more information, it is recommended to thoroughly review the *Slippery when Wet* section of AC 300-019.

Example if Reporting by Full Runway Length: `RSC 03/21 SLIPPERY WHEN WET…`

Example if Reporting by Thirds: `RSC 03 3/3/3 SLIPPERY WHEN WET, DRY, DRY…`

In addition, if reporting RWYCCs a runway remark stating `RWYCC DUE RWY SLIPPERY WHEN WET` is included to indicate that the RWYCCs may not correlate to the RCAM due to the slippery when wet condition.

For further details on other runway surface descriptions and slippery when wet runways, refer to AC 300-019.

8.6 Airports Reporting by Thirds and by Full Runway Length

Some airports may decide to have some runways be reported in thirds and some to be reported by full runway length. An example of this may be if an airport has a long runway that is used for large commercial aircraft but also has a shorter runway that is primarily used by general aviation. In such a case, the runway that is being reported by full runway length is to be included in the same RSC NOTAM as the other runways being reported in thirds at that airport. Multiple runways are presented in ascending order starting with the lowest runway designator regardless if they are reported by thirds or by full runway length. Refer to sections 8.3.5 and 8.4.4 for further details. This applies to both RSC and CRFI reports. The applicable format rules of reporting by thirds or by full runway length and for multiple runways described previously apply.

Example :

```
RSC 06 5/5/5 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW, 40 PCT 1/8IN DRY SNOW…

RSC 24 5/5/5 40 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW…

RSC 10/28 50 PCT 1/8IN DRY SNOW…
```

8.7 RSC NOTAM Examples

Below is a series of completed examples for a variety of situations, both reporting in thirds and reporting by full runway length. Please note they are provided for information purposes only and are meant to illustrate the standards and procedures described in the previous sections.

Example 1: Example when runway is reported by full runway length.

```
(A1723/20 NOTAMN
Q) CZEG/QFAXX/IV/NBO/A/000/999/5156N11147W005
A) CXXX B) 2012161315 C) 2012162115
E) CAAA SUMSPOT/SUNNY SUMSPOT MUNI

   RSC 07/25 50 PCT 1/8IN DRY SNOW AND 25 PCT COMPACTED SNOW.
   160FT WIDTH. REMAINING WIDTH COMPACTED SNOW. VALID DEC 16 1300 – DEC 16 2100.

   ADDN NON-GRF/TALPA INFO:
   CRFI 07/25 -3C .40 OBS AT 2012161245.

   RMK: NEXT OBS AT DEC 16 1500.)
```

Example 2: Example when runway is reported by thirds.

```
(A1667/20 NOTAMN
Q) CZEG/QFAXX/IV/NBO/A/000/999/5156N11147W005
A) CXXX B) 2012161315 C) 2012162115
E) CAAA SUMSPOT/SUNNY SUMSPOT REGIONAL

   RSC 07 5/3/3 50 PCT 1/8IN DRY SNOW AND 25 PCT COMPACTED SNOW, 50 PCT COMPACTED
   SNOW AND 50 PCT 1/4IN DRY SNOW, 25 PCT COMPACTED SNOW AND 25 PCT 1/4IN DRY SNOW.
   160FT WIDTH. 6IN SNOW DRIFTS 300FT FM THR 07. REMAINING WIDTH COMPACTED SNOW.
   VALID DEC 16 1300 – DEC 16 2100.
```

```
   RSC 25 3/3/5 25 PCT COMPACTED SNOW AND 25 PCT 1/4IN DRY SNOW, 50 PCT
   COMPACTED SNOW AND 50 PCT 1/4IN DRY SNOW, 50 PCT 1/8IN DRY SNOW AND 25 PCT
   COMPACTED SNOW. 160FT WIDTH. 6IN SNOW DRIFT 300FT FM THR 07.
   REMAINING WIDTH COMPACTED SNOW. VALID DEC 16 1300 – DEC 16 2100.

   ADDN NON-GRF/TALPA INFO:
   CRFI 07 -3C .40/.32/.30 OBS AT 2012161245.
   CRFI 25 -3C .30/.32/.40 OBS AT 2012161245.

   RMK: ALL TWY 1/8IN DRY SNOW.
   RMK: CLEARING/SWEEPING IN PROGRESS.)
```

Example 3: Example with multiple runways reported by full runway length.

```
(B1235/20 NOTAMN
Q) CZWG/QFAXX/IV/NBO/A/000/999/4942N09741W005
A) CAAA B) 2011280910 C) 2011281710
E) RSC 07/25 50 PCT COMPACTED SNOW. 160FT WIDTH. LOOSE SAND APPLIED AT 0830.
   REMAINING WIDTH COMPACTED SNOW. VALID NOV 28 0900 – NOV 28 1700.

   RSC 14/32 30 PCT ICE. CHEMICALLY TREATED AT 0745. VALID NOV 28 0845 –
   NOV 28 1645.

   ADDN NON-GRF/TALPA INFO:
   CRFI 07/25 -3C .32 OBS AT 2011280850.
   CRFI 14/32 -3C .20 OBS AT 2011280830.

   RMK: TWY A ICE PATCHES. TWY B COMPACTED SNOW, 2FT SNOWBANKS. TWY C BRAKING
   ACTION POOR.)
```

Example 4: Example with multiple runways reported by thirds.

```
(B1235/20 NOTAMN
Q) CZWG/QFAXX/IV/NBO/A/000/999/4942N09741W005
A) CAAA B) 2011280910 C) 2011281710
E) RSC 07 3/3/3 50 PCT COMPACTED SNOW, 50 PCT COMPACTED SNOW, 50 PCT
   COMPACTED SNOW. 160FT WIDTH. LOOSE SAND APPLIED AT 0845. REMAINING WIDTH
   COMPACTED SNOW. VALID NOV 28 0900 – NOV 28 1700.

   RSC 25 3/3/3 50 PCT COMPACTED SNOW, 50 PCT COMPACTED SNOW, 50 PCT COMPACTED
   SNOW. 160FT WIDTH. LOOSE SAND APPLIED AT 0845. REMAINING WIDTH COMPACTED SNOW.
   VALID NOV 28 0900 – NOV 28 1700.

   RSC 14 1/1/1 30 PCT ICE, 30 PCT ICE, 30 PCT ICE. CHEMICALLY TREATED
   AT 0745. VALID NOV 28 0845 – NOV 28 1645.

   RSC 32 1/1/1 30 PCT ICE, 30 PCT ICE, 30 PCT ICE. CHEMICALLY
   TREATED AT 0745. VALID NOV 28 0845 – NOV 28 1645.

   ADDN NON-GRF/TALPA INFO:
   CRFI 07 -3C .40/.32/.30 OBS AT 2011280850.
   CRFI 25 -3C .30/.32/.40 OBS AT 2011280850.
   CRFI 14 -3C .20/.18/.22 OBS AT 2011280830.
   CRFI 32 -3C .22/.18/.20 OBS AT 2011280830.

   RMK: TWY A ICE PATCHES. TWY B COMPACTED SNOW, 2FT SNOWBANKS.
   TWY C BRAKING ACTION POOR.)
```

Example 5: Example of multiple runways reported by full runway length with information on snow drifts, windrows and snowbanks. Runway remarks included. CRFI annotated as NR due to conditions preventing its use.

```
(B2557/20 NOTMAMN
Q) CZYZ/QFAXX/IV/NBO/A/000/999/4306N08042W005
A) CAAA B) 2001162013 C) 2001170413
E) RSC 04/22 40 PCT 1/4IN WET SNOW. 150FT WIDTH. 3IN SNOW DRIFTS 50FT SOUTH-
   EAST FM CL. ICE PATCHES 1200FT FM THR 22. LOOSE SAND APPLIED AT 1945.
   REMAINING WIDTH 3/4IN WET SNOW. 3FT SNOWBANKS 5FT OUTSIDE SOUTH-EAST AND
   5FT OUTSIDE NORTH-WEST RWY EDGE. RWY MARKINGS OBSCURED. VALID JAN 16 2000
   - JAN 17 0400.

   RSC 12/30 50 PCT 1/2IN SLUSH AND 50 PCT 1/2IN WET SNOW. 150FT WIDTH OFFSET
   SOUTH-WEST. 8IN WINDROWS ALONG CLEARED WIDTH. CHEMICALLY TREATED AT 1830.
   REMAINING WIDTH 3IN WET SNOW. 2FT SNOWBANKS 8FT OUTSIDE SOUTH-WEST AND ON NORTH-
   EAST RWY EDGE. RWY MARKINGS OBSCURED. VALID JAN 16 1900 - JAN 17 0300.

   ADDN NON-GRF/TALPA INFO:
   CRFI 04/22 NR.
   CRFI 12/30 NR.

   RMK: ALL TWY 1IN WET SNOW, 2FT SNOWBANKS. TWY H BRAKING ACTION POOR.
   RMK: ALL APN 1IN WET SNOW, CHEMICALLY TREATED AT 1845.
   RMK: CLEARING/SWEEPING IN PROGRESS.)
```

Example 6: Example of multiple runways reported in thirds with information on snow drifts, windrows and snowbanks. Runway remarks included. CRFI annotated as NR due to conditions preventing its use.

```
(S1337/20 NOTAMN
Q) CZYZ/QFAXX/IV/NBO/A/000/999/4310N07956W005
A) CYHM B) 2001162013 C) 2001170413
E) RSC 06 5/3/3 50 PCT 1/8IN WET SNOW, 40 PCT 1/4IN WET SNOW, 30 PCT 1/4IN
   WET SNOW. 120FT WIDTH. 3IN SNOW DRIFTS 50FT SOUTH-EAST FM CL. ICE PATCHES
   1200FT FM THR 24. LOOSE SAND APPLIED AT 1945. REMAINING WIDTH 3/4IN WET
   SNOW. 3FT SNOWBANKS 5FT OUTSIDE SOUTH-EAST AND 5FT OUTSIDE NORTH-WEST RWY
   EDGE. RWY MARKINGS OBSCURED. VALID JAN 16 2000 - JAN 17 0400.

   RSC 24 3/3/5 30 PCT 1/4IN WET SNOW, 40 PCT 1/4IN WET SNOW, 50 PCT 1/8IN WET
   SNOW. 120FT WIDTH. 3IN SNOW DRIFTS 50FT SOUTH-EAST FM CL. ICE PATCHES 1200FT FM
   THR 24. LOOSE SAND APPLIED AT 1945. REMAINING WIDTH 3/4IN WET SNOW. 3FT
   SNOWBANKS 5FT OUTSIDE SOUTH-EAST AND 5FT OUTSIDE NORTH-WEST RWY EDGE. RUNWAY
   MARKINGS OBSCURED. VALID JAN 16 2000 - JAN 17 0400.

   RSC 12 3/2/2 50 PCT 1/2IN WET SNOW, 40 PCT 1/2IN SLUSH AND 30 PCT 1/2IN WET
   SNOW, 50 PCT 1/2IN SLUSH. 150FT WIDTH OFFSET SOUTH-WEST. 8IN WINDROWS ALONG
   CLEARED WIDTH. CHEMICALLY TREATED AT 1830. REMAINING WIDTH 3IN WET SNOW. 2FT
   SNOWBANKS 8FT OUTSIDE SOUTH-WEST AND ON RWY EDGE. RUNWAY MARKINGS OBSCURED.
   VALID JAN 16 1900 - JAN 17 0300.

   RSC 30 2/2/3 50 PCT 1/2IN SLUSH, 40 PCT 1/2IN SLUSH AND 30 PCT 1/2IN WET SNOW,
   50 PCT 1/2IN WET SNOW. 150FT WIDTH OFFSET SOUTH-WEST. 8IN WINDROWS ALONG CLEARED
   WIDTH. CHEMICALLY TREATED AT 1830. REMAINING WIDTH 3IN WET SNOW. 2FT SNOWBANKS
   8FT OUTSIDE SOUTH-WEST AND ON RWY EDGE. RUNWAY MARKINGS OBSCURED. VALID JAN 16
   1900 - JAN 17 0300.

   ADDN NON-GRF/TALPA INFO:
   CRFI 04 NR/NR/NR.
   CRFI 22 NR/NR/NR.
   CRFI 12 NR/NR/NR.
   CRFI 30 NR/NR/NR.
```

```
RMK: ALL TWY 1IN WET SNOW, 2FT SNOWBANKS. TWY G BRAKING ACTION POOR.
RMK: ALL APN 1IN WET SNOW, CHEMICALLY TREATED AT 1845.
RMK: CLEARING/SWEEPING IN PROGRESS.)
```

Example 7: Example of an airport that reports by thirds with a runway that is reported by full runway length and that reports in both English and French. RWYCCs have been downgraded by the airport operator due to the CRFI reading. Runway Remarks are included.

```
(S1017/20 NOTAMN
Q) CZUL/QFAXX/IV/NBO/A/000/999/4519N07543W005
A) CYOW B) 2012181620 C) 2012190020
E) RSC 04/22 60 PCT 1/4IN DRY SNOW. 70FT WIDTH. REMAINING WIDTH 1/4IN DRY
   SNOW ON TOP OF COMPACTED SNOW. VALID DEC 18 1500 – DEC 18 2300.

   RSC 07 3/3/3 30 PCT 1/8IN DRY SNOW, 50 PCT 1/8IN DRY SNOW, 40 PCT 1/8IN DRY
   SNOW. 175FT WIDTH. CHEMICALLY TREATED AT 1600. REMAINING WIDTH 1/4IN DRY SNOW ON
   TOP OF COMPACTED SNOW. ALL RWYCC DOWNGRADED, RWY MARKINGS OBSCURED. VALID DEC 18
   1610 – DEC 19 0010.

   RSC 25 3/3/3 40 PCT 1/8IN DRY SNOW, 50 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY
   SNOW. 175FT WIDTH. CHEMICALLY TREATED AT 1600. REMAINING WIDTH 1/4IN DRY SNOW ON
   TOP OF COMPACTED SNOW. ALL RWYCC DOWNGRADED, RWY MARKINGS OBSCURED. VALID DEC 18
   1610 – DEC 19 0010.

   RSC 14 5/5/5 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY
   SNOW. 190FT WIDTH. CHEMICALLY TREATED AT 1400. REMAINING WIDTH 1/4IN DRY SNOW ON
   TOP OF COMPACTED SNOW. VALID DEC 18 1430 – DEC 18 2230.

   RSC 32 5/5/5 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY
   SNOW. 190FT WIDTH. CHEMICALLY TREATED AT 1400. REMAINING WIDTH 1/4IN DRY SNOW ON
   TOP OF COMPACTED SNOW. VALID DEC 18 1430 – DEC 18 2230.

   ADDN NON-GRF/TALPA INFO:
   CRFI 04/22 -8C .30 OBS AT 2012181500.
   CRFI 07 -8C .32/.33/.30 OBS AT 2012181610.
   CRFI 25 -8C .30/.33/.32 OBS AT 2012181610.
   CRFI 14 -8C .39/.40/.40 OBS AT 2012181430.
   CRFI 32 -8C .40/.40/.39 OBS AT 2012181430.

   RMK:ALL TWY 1/8IN DRY SNOW, CHEMICALLY TREATED AT 1500. TWY F, D BRAKING ACTION
   POOR.
   RMK:ALL APN 1/8IN DRY SNOW, CHEMICALLY TREATED AT 1500, BRAKING ACTION POOR.
   RMK:CLEARING/SWEEPING IN PROGRESS.

   FR:
   RSC 04/22 60 PCT 1/4IN NEIGE SECHE. 70FT DE LARGEUR. LARGEUR RESTANTE 1/4IN
   NEIGE SECHE SUR NEIGE DURCIE. VALIDE DEC 18 1500 – DEC 18 2300.

   RSC 07 3/3/3 30 PCT 1/8IN NEIGE SECHE, 50 PCT 1/8IN NEIGE SECHE, 40 PCT 1/8IN
   NEIGE SECHE. 175FT DE LARGEUR. TRAITEMENT CHIMIQUE A 1600. LARGEUR RESTANTE
   1/4IN NEIGE SECHE SUR NEIGE DURCIE. TOUS RWYCC DECLASSES, RWY MARQUES
   OBSCURCIES. VALIDE DEC 18 1610 – DEC 19 0010.

   RSC 25 3/3/3 40 PCT 1/8IN NEIGE SECHE, 50 PCT 1/8IN NEIGE SECHE, 30 PCT 1/8IN
   NEIGE SECHE. 175FT DE LARGEUR. TRAITEMENT CHIMIQUE A 1600. LARGEUR RESTANTE
   1/4IN NEIGE SECHE SUR NEIGE DURCIE. TOUS RWYCC DECLASSES, RWY MARQUES
   OBSCURCIES. VALIDE DEC 18 1610 – DEC 19 0010.

   RSC 14 5/5/5 30 PCT 1/8IN NEIGE SECHE, 30 PCT 1/8IN NEIGE SECHE, 30 PCT 1/8IN
   NEIGE SECHE. 190FT DE LARGEUR. TRAITEMENT CHIMIQUE A 1400. LARGEUR RESTANTE
   1/4IN NEIGE SECHE SUR NEIGE DURCIE. VALIDE DEC 18 1430 – DEC 18 2230.
```

```
RSC 32 5/5/5 30 PCT 1/8IN NEIGE SECHE, 30 PCT 1/8IN NEIGE SECHE, 30 PCT 1/8IN
NEIGE SECHE. 190FT DE LARGEUR. TRAITEMENT CHIMIQUE A 1400. LARGEUR RESTANTE
1/4IN NEIGE SECHE SUR NEIGE DURCIE. VALIDE DEC 18 1430 – DEC 18 2230.

INFO ADDN NON-GRF/TALPA:
CRFI 04/22 -8C .30 OBS A 2012181500.
CRFI 07 -8C .32/.33/.30 OBS A 2012181610.
CRFI 25 -8C .30/.33/.32 OBS A 2012181610.
CRFI 14 -8C .39/.40/.40 OBS A 2012181430.
CRFI 32 -8C .40/.40/.39 OBS A 2012181430.

RMK:TOUTES TWY 1/8IN NEIGE SECHE, TRAITEMENT CHIMIQUE A 1500. TWY F, D FREINAGE
FAIBLE.
RMK:TOUTES APN 1/8IN DRY SNOW, TRAITEMENT CHIMIQUE A 1500, FREINAGE MAUVAIS.
RMK:DEBLAIEMEMENT/BALAYEMEMENT EN COURS.)
```

Example 8: Example of RSC reported by full runway length and CRFI reported by thirds.

```
(A1417/20 NOTAMN
Q) CZVR/QFAXX/IV/NBO/A/000/999/4937N11547W005
A) CYXC B) 2003151220 C) 2003152020
E) RSC 16/34 30 PCT 1/8IN DRY SNOW AND 10 PCT FROST. ICE PATCHES 150FT FM
   THR 16. VALID MAR 15 1200 – MAR 15 2000.

   ADDN NON-GRF/TALPA INFO:
   CRFI 16 -3C .34/.38/.40 OBS AT 2003151200.
   CRFI 34 -3C .40/.38/.34 OBS AT 2003151200.

   RMK: ALL TWY 1/8IN DRY SNOW.
   RMK: CONDITIONS CHANGING RAPIDLY.)
```

Example 9: Example of RSC reported by thirds and CRFI reported by full runway length with RWYCC downgraded.

```
(A1417/20 NOTAMN
Q) CZVR/QFAXX/IV/NBO/A/000/999/4937N11547W005
A) CYXC B) 2003151220 C) 2003152020
E) RSC 16 4/4/4 30 PCT FROST, 30 PCT FROST, 20 PCT FROST. ICE PATCHES 150FT
   FM THR 16. ALL RWYCC DOWNGRADED. VALID MAR 15 1200 – MAR 15 2000.

   RSC 34 4/4/4 20 PCT FROST, 30 PCT FROST, 30 PCT FROST. ICE PATCHES 150FT FM THR
   16. ALL RWYCC DOWNGRADED. VALID MAR 15 1200 – MAR 15 2000.

   ADDN NON-GRF/TALPA INFO:
   CRFI 16/34 -3C .35 OBS AT 2003151200.

   RMK: ALL TWY 1/8IN WET SNOW.
   RMK: CONDITIONS CHANGING RAPIDLY.)
```

Example 10: Example of unpaved runway.

```
(B1017/20 NOTAMN
Q) CZEG/QFAXX/IV/NBO/A/000/999/4938N11248W005
A) CXXX B) 2001121300 C) 2001121300
E) CBBB UPPER ICE BOOT
   RSC 05/23 40 PCT 1/8IN DRY SNOW. SCARIFIED. 1/2IN SNOW DRIFTS. VALID JAN
   12 1300 – JAN 12 2100.

   ADDN NON-GRF/TALPA INFO:
   CRFI 05/23 NR.
```

```
   RMK:ALL TWY 1/8IN DRY SNOW, SCARIFIED.
   RMK:ALL APN 1/8IN DRY SNOW, SCARIFIED.
   RMK:CLEARING/SWEEPING IN PROGRESS.)
```

Example 11: Example of slippery when wet runway reported by full runway length with wet surface.

```
(B1723/20 NOTAMN
Q) CZEG/QFAXX/IV/NBO/A/000/999/5156N11147W005
A) CXXX B) 2004151108 C) 2004151908
E) CAAA SUMSPOT/SUNNY SUMSPOT MUNI
   RSC 07/25 SLIPPERY WHEN WET. VALID APR 15 1100 – APR 15 1900.

   ADDN NON-GRF/TALPA INFO:
   CRFI 07/25 NR.)
```

Example 12: Example of slippery when wet runway reported by thirds with wet surface.

```
(A1667/20 NOTAMN
Q) CZEG/QFAXX/IV/NBO/A/000/999/5156N11147W005
A) CXXX B) 2004151108 C) 2004151908
E) CAAA SUMSPOT/SUNNY SUMSPOT REGIONAL
   RSC 07 3/3/3 SLIPPERY WHEN WET, SLIPPERY WHEN WET, DRY. RWYCC DUE RWY
   SLIPPERY WHEN WET. VALID APR 15 1100 – APR 15 1900.

   RSC 25 3/3/3 DRY, SLIPPERY WHEN WET, SLIPPERY WHEN WET. RWYCC DUE RWY SLIPPERY
   WHEN WET. VALID APR 15 1100 – APR 15 1900.

   ADDN NON-GRF/TALPA INFO:
   CRFI 07 NR/NR/NR.
   CRFI 25 NR/NR/NR.)
```

Example 13: Example of dry runway when cleared width is less than published width when reported by full runway length.

```
(A1667/20 NOTAMN
Q) CZEG/QFAXX/IV/NBO/A/000/999/5156N11147W005
A) CXXX B) 2001311545 C) 2001312345
E) CAA7 SUMSPOT/SUNNY SUMSPOT REGIONAL
   RSC 07/25 DRY. 100FT WIDTH. JAN 31 1530 – JAN 31 2330.

   ADDN NON-GRF/TALPA INFO:
   CRFI 07/25 NR.)
```

Example 14: Example of dry runway when cleared width is less than published width when reported by thirds and another runway where only some thirds are dry.

```
(A1667/20 NOTAMN
Q) CZEG/QFAXX/IV/NBO/A/000/999/5156N11147W005
A) CXXX B) 2001311540 C) 2001312340
E) CAAA SUMSPOT/SUNNY SUMSPOT REGIONAL
   RSC 07 6/6/6 DRY, DRY, DRY. 100FT WIDTH. VALID JAN 31 1530 – JAN 31 2330.

   RSC 25 6/6/6 DRY, DRY, DRY. 100FT WIDTH. VALID JAN 31 1530 – JAN 31 2330.

   RSC 12 3/6/3 60 PCT COMPACTED SNOW, DRY, 60 PCT COMPACTED SNOW. 100FT WIDTH.
   VALID JAN 31 1345 – JAN 31 2145.

   RSC 30 3/6/3 60 PCT COMPACTED SNOW, DRY, 60 PCT COMPACTED SNOW. 100FT WIDTH.
   VALID JAN 31 1345 – JAN 31 2145.
```

```
ADDN NON-GRF/TALPA INFO:
CRFI 07 NR/NR/NR.
CRFI 25 NR/NR/NR.
CRFI 12 -4C .32/NR/.32 OBS AT 2001311330.
CRFI 30 -4C .32/NR/.32 OBS AT 2001311330.)
```

Example 15: Example of multiple parallel runways reported by thirds.

```
(S1017/20 NOTAMN
Q) CZYZ/QFAXX/IV/NBO/A/000/999/4341N07937W005
A) CYYZ B) 2002191710  C) 2002200110
E) RSC 05 3/3/5 30 PCT COMPACTED SNOW AND 20 PCT 1/8IN WET SNOW, 40 PCT
   COMPACTED SNOW AND 20 PCT 1/8IN WET SNOW, 30 PCT 1/8IN WET SNOW AND 10
   PCT COMPACTED SNOW. CHEMICALLY TREATED AT 1645. VALID FEB 19 1700 – FEB
   20 0100.

   RSC 23 5/3/3 30 PCT 1/8IN WET SNOW AND 10 PCT COMPACTED SNOW, 40 PCT COMPACTED
   SNOW AND 20 PCT 1/8IN WET SNOW, 30 PCT COMPACTED SNOW AND 20 PCT 1/8IN WET SNOW.
   CHEMICALLY TREATED AT 1645. VALID FEB 19 1700 – FEB 20 0100.

   RSC 06L 3/3/3 40 PCT COMPACTED SNOW AND 10 PCT 1/8IN WET SNOW ON TOP OF
   COMPACTED SNOW, 30 PCT COMPACTED SNOW AND 10 PCT 1/8IN WET SNOW ON TOP OF
   COMPACTED SNOW, 30 PCT COMPACTED SNOW. CHEMICALLY TREATED AT 1530. VALID FEB 19
   1605 – FEB 20 0005.

   RSC 24R 3/3/3 30 PCT COMPACTED SNOW, 30 PCT COMPACTED SNOW AND 10 PCT 1/8IN WET
   SNOW ON TOP OF COMPACTED SNOW, 40 PCT COMPACTED SNOW AND 10 PCT 1/8IN WET SNOW
   ON TOP OF COMPACTED SNOW. CHEMICALLY TREATED AT 1530. VALID FEB 19 1605 – FEB 20
   0005.

   RSC 06R 5/3/5 20 PCT 1/8IN WET SNOW AND 10 PCT COMPACTED SNOW, 20 PCT COMPACTED
   SNOW AND 10 PCT 1/8IN WET SNOW, 20 PCT 1/8IN WET SNOW AND 10 PCT COMPACTED SNOW.
   CHEMICALLY TREATED AT 1445. VALID FEB 19 1500 – FEB 19 2300.

   RSC 24L 5/3/5 20 PCT 1/8IN WET SNOW AND 10 PCT COMPACTED SNOW, 20 PCT COMPACTED
   SNOW AND 10 PCT 1/8IN WET SNOW, 20 PCT 1/8IN WET SNOW AND 10 PCT COMPACTED SNOW.
   CHEMICALLY TREATED AT 1445. VALID FEB 19 1500 – FEB 19 2300.

   RSC 15L 3/3/3 50 PCT 1/4IN WET SNOW, 30 PCT 1/4IN WET SNOW, 40 PCT 1/4IN WET
   SNOW. VALID FEB 19 1400 – FEB 19 2200.

   RSC 33R 3/3/3 40 PCT 1/4IN WET SNOW, 30 PCT 1/4IN WET SNOW, 50 PCT 1/4IN WET
   SNOW. VALID FEB 19 1400 – FEB 19 2200.

   RSC 15R 3/3/3 40 PCT 1/4IN WET SNOW, 30 PCT 1/4IN WET SNOW, 30 PCT 1/4IN WET
   SNOW. VALID FEB 19 1330 – FEB 19 2230

   RSC 33L 3/3/3 30 PCT 1/4IN WET SNOW, 30 PCT 1/4IN WET SNOW, 40 PCT 1/4IN WET
   SNOW. VALID FEB 19 1330 – FEB 19 2230.

   ADDN NON-GRF/TALPA INFO:
   CRFI 05 -5C .33/.34/NR OBS AT 2002191700.
   CRFI 23 -5C NR/.34/.33 OBS AT 2002191700.
   CRFI 06L -6C .32/.32/.34 OBS AT 2002191605.
   CRFI 24R -6C .34/.32/.32 OBS AT 2002191605.
   CRFI 06R -6C NR/.33/NR OBS AT 2002191500.
   CRFI 24L -6C NR/.33/NR OBS AT 2002191500.
   CRFI 15L NR/NR/NR.
   CRFI 33R NR/NR/NR.
   CRFI 15R NR/NR/NR.
   CRFI 33L NR/NR/NR.
```

```
RMK: ALL TWY 1/8IN WET SNOW, ICE PATCHES, CHEMICALLY TREATED AT 1630.
RMK: ALL APN 1/8IN WET SNOW, ICE PATCHES, CHEMICALLY TREATED AT 1600.
RMK: CLEARING/SWEEPING IN PROGRESS.)
```

8.8 NOTAM at Heliports

NOTAM describing surface conditions can be issued at heliports however they will be issued under the series for the aerodrome as a normal NOTAM. The Q Code FPXX, traffic IV, purpose NBO and scope A is used. The remainder of the Q-Line is completed in the same manner as a regular NOTAM for an aerodrome (refer to section 4.4.3 for additional details). It is presented in a similar manner as a runway reporting by full runway length but must include the terms FATO or TLOF. The observation time is recorded in the format of MMM DD HHMM as opposed to an RSC validity time. The end time for the NOTAM is no greater than 8 hours from the observation time.

Example 1:
```
(O1457/20 NOTAMN
Q) CZVR/QFPXX/IV/NBO/A/000/999/4905N112440W005
A) CXXX B) 2003041415  C) 2003042215
E) CBBB UPPER RUBBER BOOT (HELI)
   RSC TLOF 100 PCT COMPACTED SNOW. OBS AT MAR 04 1400.)
```

Example 2:
```
(Q1012/20 NOTAMN
Q) CZQM/QFPXX/IV/NBO/A/000/999/4550N06626W005
A) CYCX B) 2002031213  C) 2002032013
E) RSC FATO 15 PCT ICE AND 40 PCT WET. OBS AT FEB 03 1200.)
```

Example 3:
```
(O1117/20 NOTAMN
Q) CZEG/QFPXX/IV/NBO/A/000/999/5112N111534W005
A) CXXX B) 2001151810 C) 2001160210
E) CBP2 BANFF (PARK COMPOUND HELIPORT) (HELI)
   RSC TLOF 100 PCT 4IN WET SNOW. OBS AT JAN 15 1500.

   RMK: CLEARING/SWEEPING IN PROGRESS. EXP TO BE CLEARED BY 1800.)
```

Example 4:
```
(K1005/20 NOTAMN
Q) CZVR/QFPXX/IV/NBO/A/000/999/4438N063300W005
A) CYAW B) 2001051305 C) 2001052105
E) RSC FATO 60 PCT 1/2IN WET SNOW. OBS AT JAN 05 1300.

   RMK: PADS 2, 3 100 PCT COMPACTED SNOW. PADS 5, 6 100 PCT ICE.)
```

8.9 NOTAM Based on a Pilot Report

In exceptional circumstances, when the accountable source has not provided a runway surface condition report and pilots report conditions that could negatively affect operations, a NOTAM describing the surface conditions can be issued until the accountable source can provide a proper report. However, these NOTAM will be issued under the regular series for the aerodrome as a normal NOTAM. The Q Code FAXX, traffic IV, purpose NBO and scope A is used. The remainder of the Q-Line is completed in the same manner as a regular NOTAM for an aerodrome (refer to section 4.4.3 for additional details). The observation time is recorded in the format of MMM DD HHMM as opposed to an RSC validity time. The phrase RMK: AS OBS BY PILOTS is to be used and the NOTAM will be valid for up to 24 hours (i.e., Item C) can be up to 24 hours after the NOTAM is issued).

Example:
```
(O1005/19 NOTAMN
Q) CZEG/QFAXX/IV/NBO/A/000/999/5256N16652W005
A) CXXX B) 2012261010 C) 2012271010
E) CAAA UPPER RUBBER BOOT
   RSC 07/25 100 PCT ICE. OBS AT DEC 26 1000.
```

```
RMK: AS OBS BY PILOTS.)
```

8.10 NOTAM Entry System

NES presents the user with pre-defined choices and options for free text. Values for the runway identification, length and width are taken directly from the NAV CANADA's Aeronautical Data Management System (ADMS).

NES selection mechanisms (drop-down menus, buttons, etc.) are used for two reasons: to limit choices in order to standardize the terminology, values and format (example: surface conditions, types of contaminants and depth) or to present the user with the most common situations (example: windrows and other conditions). In the case of Clearing Operations and Windrows and Other Conditions, the remarks fields (NES comment button) can be used to complement the information selected with the drop-down menus and buttons or can be used instead of these selection mechanisms if choices are inadequate. In addition, there is a Notes section to provide information to the NOTAM office and for record keeping that is not published in the RSC NOTAM.

8.10.1 RSC NOTAM Validity Business Rules

In NES, the following rules are applied for Items B) and C) for RSC NOTAM:

- Item B) will always state `IMMEDIATE` and will be issued immediately upon being disseminated by the FIC.
- If reporting RWYCCs, Item C) will be the user selected option of 8 hours or a user defined entry. Refer to AC 300-019 and *Aerodrome Standards – Division IV – Airport Winter Maintenance* for reporting requirements.
- If not reporting RWYCCs, Item C) will be the user selected option of 8 hours or 24 hours or a user defined entry. Refer to AC 300-019 and *Aerodrome Standards – Division IV – Airport Winter Maintenance* for reporting requirements.
- An RSC NOTAM will not be processed if Item C) is within 1 minute of the current time.

8.10.2 Permissible Values

In NES, the following values are available:

- Runway Surface Condition Descriptors: cleared width: ⅛ inch, ¼ inch, ½ inch, ¾ inch, 1 inch, 1½ inches, 2 inches, 3 inches, … 60 inches in one-inch increments between 2 and 60
- Runway Surface Condition Descriptors: remaining width: ⅛ inch, ¼ inch, ½ inch, ¾ inch, 1 inch, 1½ inches, 2 inches, 3 inches, … 60 inches in one-inch increments between 2 and 60
- Snowbanks height (adjacent to the runway): 1 to 11 inches in one-inch increments; and 1 to 30 feet in one-foot increments or a combination thereof
- Snowbank (on the runway), windrow and snow drift height: 1 to 11 inches in one-inch increments and 1 to 30 feet in one-foot increments or a combination thereof

Airport and aerodrome operators must comply with these values. In case the observed condition does not match the value available in NES, the observed height or depth should be rounded up (by the accountable source or with the accountable source's consent) to the next available value. Values in inches are converted to feet when required. For example, 36 inches is converted to 3 feet.

8.10.3 Distances

In NES, the following values are available:

- Snowbanks (adjacent to runway), distance from the exterior runway edge: ON EDGE, 0 to 200 in one-foot increments for distances in feet
- Other conditions, patches, distance from a threshold: 0 to half the published length of the runway in 100-foot increments
- Other conditions, snowbanks (on the runway), windrows or snowdrifts, distance from <location selection>: 0 to half the runway width in one-foot increments

Airport and aerodrome operators must comply with these values. In case the observed condition does not match the value available in NES, the observed distance should be rounded down for snowbanks adjacent to the runway (towards the runway edge) and rounded up for snowbanks on the runway, windrows or snow drifts (towards the runway centreline) to the next available value. Changes to observed values are done by the accountable source or with the accountable source's consent. Values in inches can be converted to feet. For example, 36 inches is converted to 3 feet.

8.10.4 Cleared Width and Offset

The NES cleared width values are 1 to "full" in 1-foot increments. The offset centreline values are the cardinal directions North, East, South and West and intercardinal points north-east, south-east, south-west and north-west.

9 Multi-part NOTAM

9.1 Procedures for Multi-Part NOTAM

Each part of the Multi-part NOTAM is a separate NOTAM Message with each Item present from Item Q) to Item D) (if present) inclusive, and Item E) continuing text. Each part shall have the same NOTAM type and the same NOTAM number followed by a Multi-part indicator. If present, Items F) and G) are transmitted with the last part only.

If a Multi-part NOTAM is replaced, all parts are replaced by the NOTAMR. The replacement of an individual parts is not permitted.

If a Multi-part NOTAM is cancelled, all parts are cancelled by the NOTAMC. The cancellation of individual parts is not permitted.

9.2 Multi-Part Indicator

The Multi-part indicator is composed of a letter and two (2) digits, where the letter identifies the message part and the number the total number of parts for the NOTAM. The maximum number of parts is 26.

The Multi-part indicator is placed immediately after the year of the NOTAM number, without a space.

`C1234/19A02` (means Part 1 of 2)

`D1235/19B05` (means Part 2 of 5)

`C5678/19C13` (means Part 3 of 13)

`D6453/19D24` (means Part 4 of 24)

10 Contingency Procedures or NOF Evacuation

10.1 Contingency Procedures for NES

10.1.1 Contingency Procedures for Input of NOTAM (including RSC NOTAM)

The NOTAM Entry System is designed to be fault-tolerant. In the event of a failure of one or more system components, the NOTAM Entry System will continue operating and providing an expected level of service. As long as the primary site is available, the system can be accessed from any location with NAVNet or IM network access.

In the event of a catastrophic failure where the primary site is no longer available, the disaster recovery site will be enabled. In this exceptional case, users of NES will be instructed via email and AFTN (if available) to enter NOTAMs using an alternate IP address or URL.

10.1.2 Return to Normal Operations

When the system returns to normal operations, a message will be sent via email and AFTN to indicate a return to normal operations. Following the message, the FSS or FIC will issue pending NOTAM (including RSC NOTAM) that are still valid in the normal manner.

11 NOTAM Work Aids for FIC and NOF Specialists

Information for the completion of the NOTAM format comes from a variety of resources and publications. For example, the NOTAM series for a published restricted airspace can be found in the AIP Canada and information about aerodromes is found in the CFS. Often multiple resources are required, and some information cannot be determined quickly. To improve the efficiency of NOTAM input by FIC and NOF specialists, temporary work aids such as the NOTAM tool (Microsoft Excel-based calculator) and NOTAM data sheets, have been created to aid in the determination of information for the completion of the NOTAM format until the NOTAM Entry System (NES) can be further developed.

These work aids are located on the Standards and Procedures, AIM and IFP Design SharePoint site, with a user guide and a video demonstration for the NOTAM tool.

These work aids support existing procedures and specialists are reminded that adherence to the CNOP takes precedence.

When the following are not provided in the NOTAM request and must be confirmed through research in publications (e.g., CFS) or other resources, specialists must use the Excel-based NOTAM tool to:

- Convert coordinates format into NOTAM-approved format
- Determine the correct FIR for coordinates provided
- Determine if the coordinates are within 25NM of an aerodrome in the international dissemination category
- Determine the NOTAM series
- Determine the terrain elevation of the central coordinates when the vertical limits are provided in feet above ground level (FT AGL) so that the Q-Line lower/upper limit values can be determined (refer to section 4.4.9 *Qualifiers "LOWER and UPPER Limits*)
- Determine the central point and radius of multiple coordinates (for example, irregular shaped airspace restriction)

The Excel-based NOTAM tool must also be used for validation in the circumstances listed above.

The NOTAM data sheets may be used to assist with verifying NOTAM information. These sheets contain up-to-date information on various NOTAM subjects. In addition, the Q-Line inputs, NOTAM text, and the NOTAM series is pre-determined for convenience.

If any issues are experienced accessing these work aids, FIC and NOF specialists should contact Standards and Procedures, AIM and IFP Design. If the tool or the NOTAM data sheets are unavailable and a NOTAM must be processed, the information must be determined using other resources such as CNOP, the CFS, and the DAH.

12 Related Documentation

The following documents are used in conjunction with this manual:

- ICAO Annex 15 – Aeronautical Information Services
- Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM – Doc 10066)
- ICAO Document 8126 – Aeronautical Information Services Manual
- Procedures for Air Navigation Services – ICAO Abbreviations and Codes (PANS-ABC – Doc 8400)
- TP 14371 – Transport Canada *Aeronautical Information Manual* (TC AIM)
- TP 312 – *Aerodrome Standards and Recommended Practices*
- *Canadian Air Regulations* (CARs)
- Transport Canada Advisory Circular AC 300-005
- Transport Canada Advisory Circular AC 300-019
- *Operating Procedures for AIS Dynamic Data* (OPADD) – Eurocontrol
- 6-2AFTN-15
- ICAO *Annex 10 – Aeronautical Telecommunications*
- NAV CANADA Terminav
- TP 11958 – *Glossary for Pilots and Air Traffic Services Personnel*
- *Canada Flight Supplement* (CFS)
- *Canada Air Pilot* (CAP)
- *Canada Water Aerodrome Supplement* (CWAS)

13 Acronyms and Abbreviations

The following acronyms and abbreviations are used in this manual but are not listed in Appendices D and E.

AFS	Aeronautical Fixed Service
AFTN	Aeronautical Fixed Telecommunication Network
AIM	Aeronautical Information Management
AIS	Aeronautical Information Services
AMSCR	Aircraft Movement Surface Condition Report
ASDE	Airport Surface Detection Equipment
AUTO	Automated Weather System
AWMS	Airport Winter Maintenance Standards
AWOS	Automated Weather Observation System
BSO	Balloon Safety Officer
BVLOS	Beyond Visual Line of Sight
CASARA	Civil Air Search and Rescue Association
CAP	Canada Air Pilot
CAR	Canadian Aviation Regulation (RAC in French)
CARS	Community Aerodrome Radio Station
CFS	Canada Flight Supplement
CNOP	Canadian NOTAM Operating Procedures
CWAS	Canada Water Aerodrome Supplement
DND	Department of National Defence
DRCO	Dial-up Remote Communication Outlet
ESCAT	Emergency Security Control of Air Traffic
FIO	Flight Inspection Operations
FISE	Flight Information Service Enroute
ICAO	International Civil Aviation Organization
IM	Information Management. Group within NAV CANADA
LVOP	Low Visibility Operation Plan
LWIS	Limited Weather Information System
MTCA	Military Terminal Control Area
MTCU	Military Terminal Control Unit
NAVAID	Navigation Aid
NAVNet	A Wide Area Network deployed at NAV CANADA sites that support operational applications
NDS	NOTAM Distribution Sub-System
NES	NOTAM Entry System
NMB	NOTAM Operations Bulletin
NMDC	National Monitoring and Distribution Centre
NOF	International NOTAM Office
NOTAM	A notice distributed by means of telecommunications containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or

	hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM[28]
NSC	NOTAM Selection Criteria
OCAS	Obstacle Collision Avoidance System
PAL	Peripheral Station
RAAS	Remote Aerodrome Advisory Service
RCAP	Restricted Canada Air Pilot
RCO	Remote Communication Outlet
RPAS	Remotely Piloted Aircraft System
RSC	Runway Surface Condition
RSC NOTAM	A special-series NOTAM notifying the presence of hazardous conditions due to contaminants such as snow, ice or slush on the manoeuvring area
RVOP	Reduced Visibility Operation Plan
SFOC	Special Flight Operations Certificate (COAS in French)
TCA	Terminal Control Area
TC AIM	Transport Canada Aeronautical Information Manual
TOCC	Technology Operations Coordination Centre
UFN	Until further notice
UNICOM	Universal communications
U.S.A.	United States (United States of America)
UTC	Coordinated Universal Time
VHF	Very high frequency

[28] The term «revising NOTAM» is also used in some documents since the revision that requires amendment is done by replacing the previous NOTAM.

14 Glossary

Accountable Source (Source responsable)

The accountable source is a person responsible for the provision of information to NAV CANADA regarding defined data elements.

Accountable Source Software (logiciel de source responsable)

The entry point for web-based data submissions by accountable sources. Accountable source software consists of a number of web applications that are accessible via the internet. NES is an example of an accountable source software embedded with electronic business rules that reduce opportunities for error and administrative effort in the submission of NOTAM.

Active NOTAM (NOTAM actif)

A NOTAM is active between the dates and times stated in Items B) and C) subject to the time schedule in Item D).

Aerodrome (aérodrome) (AD)

Any area of land, water (including the frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use, either in whole or in part, for the arrival and departure, movement or servicing of aircraft. This includes any buildings, installations and equipment in connection therewith.

Aeronautical Fixed Service (Service fixe aéronautique) (AFS)

A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.

Aeronautical Fixed Telecommunication Network (Réseau du service fixe des télécommunications aéronautiques) (AFTN)

A world-wide system of aeronautical fixed circuits provided, as part of the Aeronautical Fixed Service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.

Aeronautical Information Circular (circulaire d'information aéronautique) (AIC)

A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.

Aeronautical Information Publication (publication d'information aéronautique) (AIP)

A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

Aeronautical Information Services (Services d'information aéronautique) (AIS)

A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.

AIP Supplement (supplément d'AIP)

Temporary changes to the information contained in the AIP published by means of special pages.

Air navigation facility (aménagement de navigation aérienne)

Any facility used, available for use, or designed for use as a NAVAID including landing areas, lights, any apparatus or equipment for disseminating weather information, for signalling, for radio-directional finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft.

Aircraft Movement Surface Condition Report (compte rendu de l'état de la surface pour les mouvements d'aéronefs) (AMSCR)

The report that details the surface conditions of all movement areas at an aerodrome including runways, taxiways and aprons.

Airport (aéroport)

An aerodrome where an airport certificate is in force.

Airshow (spectacle aérien)

An aerial display or demonstration before an invited assembly or persons by one or more aircraft.

Airshow sponsor (organisateur de spectacle aérien)

The person or agency responsible for the organization and conduct of an airshow.

Airspace restriction (Restriction d'espace aérien)

Any changes to the limits, structure and/or availability of airspace.

AIS Message (Message AIS)

AFTN AFS message composed according to the rules in Annex 10, made up of a maximum of 1800 characters and containing a single NOTAM or a RSC NOTAM or an unformatted service message inherent to AIS operative requests interchanged between NOF, originators, clients.

Appropriate authority (autorité compétente)

A person or agency that is appropriately accountable for the origination or amendment of information contained in a NOTAM.

Automatic processing

The processing of NOTAM without any human intervention.

Cancelled NOTAM (NOTAM annulé)

A NOTAM that has been cancelled by another NOTAM before the Item C) date and time has been reached.

Checklist (Liste récapitulative des NOTAM)

A NOTAM published regularly in each NOTAM series containing a list, grouped by year, of valid NOTAM numbers promulgated in that series.

Clearway (prolongement dégagé)

A defined rectangular area over land or water under the control of the aerodrome operator, selected as a suitable area over which an aircraft may make a portion of its initial climb to a specified height.

Day or daylight (jour)

The time between the beginning of morning civil twilight and the end of evening civil twilight.

Declared distances (distances déclarées)

The distances that the aerodrome operator declares available for the aircraft take-off run, take-off distance, accelerate-stop distance, and landing distance requirements. The distances are categorized as follows:

- **Take-off run available (distance de roulement utilisable au décollage) (TORA):** The length of the runway available and suitable for the ground run of an aircraft taking off.
- **Take-off distance available (distance de décollage utilisable) (TODA):** The length of the take-off run available plus the length of the clearway, if provided.

- **Accelerate-stop distance available (distance utilisable pour l'accélération-arrêt) (ASDA):** The length of the take-off run available plus the length of the stopway, if provided.
- **Landing distance available (distance d'atterrissage utilisable) (LDA):** The length of the runway available and suitable for the ground run of an aircraft landing.

Default value (valeur par défaut)

A predetermined and agreed upon value to be inserted in fields that need to be filled but for which a specific value could not be defined.

Displaced threshold (seuil décalé)

A threshold not located at the extremity of a runway.

EAD

European AIS Database.

Editing (correction)

Changing the Item E) wording and/or layout of a NOTAM to make it clearer or to more explicitly express ideas that are implicit in that text.

End of validity (NOTAM Item C) (fin de validité [élément C du NOTAM])

The ten-figure date-time group at which the NOTAM ceases to be in force and valid.

EST

Suffix added to the ten-figure date-time group in Item C) for NOTAM with an estimated date and time of end of validity.

Evening civil twilight (crépuscule civil)

Relative to the standard meridians of the time zones, the period of time that begins at sunset and ends when the centre of the sun's disc is 6° below the horizon and is descending. The time is specified by the Institute of National Measurement Standards of the National Research Council of Canada.

Expired NOTAM (NOTAM expiré)

A NOTAM for which the date and time of end of validity stated in Item C) has been reached.

Facility (aménagement)

A physical structure or geographic area that can be clearly defined for the purpose of NOTAM information related to it.

Geographical reference (référence géographique)

Eighth field of the NOTAM Item Q) which contains one set of coordinates and a radius. Associates the NOTAM with the geographical coordinates of a centre point and a radius (to a precision of 1 nautical mile) that defines the sphere of influence to which the NOTAM refers.

Issuing unit (unité émettrice)

The ATS facility (generally Flight Information Centre or the Flight Service Station) entering the NOTAM data in the system via AFTN.

Long term / Long duration (long terme / longue durée)

For NOTAM purposes, long term or long duration is a period of three months or longer.

Morning civil twilight (aube civile)

In the morning, civil twilight begins when the centre of the sun's disc is 6° below the horizon and is ascending, and ends at sunrise, approximately 25 minutes later. (The number of minutes varies on the latitude and the time of year.)

Multi-Part NOTAM (NOTAM à parties multiples)

A NOTAM exceeding the AFTN AFS message length (normally 1800 characters) and, therefore, requiring more than one message.

Night (nuit)

The time between the end of evening civil twilight and the beginning of morning civil twilight.

NOF

A NOTAM Office

NOTAM

A notice distributed by means of telecommunications containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. In this manual, the term NOTAM used by itself refers to a message distributed by AFTN.

NOTAM Condition (État du NOTAM)

Defined by the fourth and fifth letters of the Q-Code, which decode to describe the status of the NOTAM Subject (second and third letters of the Q-code) being reported on.

NOTAM Distribution Sub-System (Sous-système de distribution NOTAM) (NDS)

The NOTAM Distribution Sub-System (NDS) manages and processes the subscription, distribution and queries of Canadian NOTAMs.

NOTAM Entry System (Système d’entrée NOTAM) (NES)

The NOTAM Entry System (NES) is a web application which allows the direct entry of NOTAM by an accountable source.

NOTAM in force (NOTAM en vigueur)

A NOTAM is in force once it has reached the date and time stated in Item B) and has neither been cancelled nor replaced nor reached its end of validity stated in Item C).

NOTAM originator / Originating unit (auteur du NOTAM / unité d'origine)

The individual or agency responsible for the provision of information contained in a NOTAM.

NOTAM selection criteria (NSC) (Critères de sélection des NOTAM)

The basis for the assignment of Q-Codes. The association criteria defined provide a subject related association of NOTAM with the qualifiers “Traffic”, “Purpose” and “Scope”.

NOTAM Specialist (Spécialiste NOTAM)

A member of the International NOTAM Office responsible for evaluating, validating and editing information contained in domestic NOTAM and their timely domestic and international distribution in accordance with NAV CANADA procedures, ICAO standards and recommended practices.

NOTAM subject (sujet du NOTAM)

Defined by the second and third letters of the Q-Code, which decode to identify the facility, service or hazard being reported upon.

NOTAM sub-number (sous-numéro NOTAM)

In the case of Multi-part NOTAM, a three-character group placed immediately behind the year of the number/year combination and composed of one letter and a number consisting of two digits.

Obstacle (obstacle)

All fixed (whether temporary or permanent) and mobile objects that are located within an area protected for the surface movement of aircraft or that project into a defined surface intended to identify obstacles or protect aircraft in flight.

Operational significance (importance opérationnelle)

Information essential for the safe and efficient conduct of a flight.

Original NOTAM (NOTAM d'origine)

A NOTAM as received by the NOTAM Processing Unit.

Originating unit / NOTAM originator (unité d'origine / auteur du NOTAM)

The agency or individual responsible for the provision of information contained in a NOTAM.

Processing (traitement)

The examination of NOTAM received to verify suitability for acceptance into an automated AIS system; undertaking conversion, translation, syntax correction, data correction, editing and/or summarising as required.

Q-Code (Code Q)

A code group containing a total of five (5) letters, always starting with "Q", to indicate the coding of information regarding the establishment, condition or change of radio aids, aerodrome and lighting facilities, dangers to aircraft in flight, or search and rescue facilities. Also known as NOTAM Code (code NOTAM)

Qualifier line (NOTAM Item Q)) (Ligne de qualificateurs (Case Q) du NOTAM))

This item is divided into eight fields; each separated by a stroke, and contains the necessary qualifiers to facilitate data retrieval.

Radius (rayon)

A three-digit figure in nautical miles to be used in Item Q) that, together with the coordinates, defines a circle which encompasses the whole area of influence of the NOTAM.

Replaced NOTAM (NOTAM remplacé)

A NOTAM that has been replaced by another NOTAM before the Item C) date and time has been reached.

Runway end safety area (aire de sécurité d'extrémité de piste) (RESA)

An area symmetrical about the extended runway centreline intended to reduce the severity of damage to an aircraft undershooting or overrunning the runway.

Runway strip (bande de piste)

A defined area, which includes the runway and stopway, where provided, intended to protect aircraft flying over it during take-off or landing operations.

RSC NOTAM

A special series NOTAM notifying the presence of hazardous conditions due to contaminants on runways by means of a specific format. They are issued under Series S, A or B

Short term / Short duration (court terme / courte durée)
For NOTAM purposes, short term or short duration is a period of less than three months.

Start of activity (début de l'activité)
The ten-figure date-time group indicating the date and the time at which the NOTAM comes in force.

Start of validity (début de la validité)
The date and time at which the NOTAM message is published or issued.

Stopway (prolongement d'arrêt)
A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of a rejected take-off.

Threshold (seuil)
The beginning of that portion of the runway declared usable for landing by the aerodrome operator.

Unmonitored (sans surveillance)
Subject to unscheduled outages

Valid NOTAM (NOTAM valide)
A NOTAM which has been published and has not yet reached the end of its validity, and has neither been cancelled nor replaced.

Appendix A – NOTAM Regions

Annex 15 stipulates that selective distribution of NOTAM should be applied to obviate superfluous distribution of information. Additionally, the State selects NOTAM intended for international distribution. To that end, NOTAM Regions have been established.

Western Region

The Western Region consists of the Vancouver and Edmonton FIRs. NOTAM Series C, F, I, L, O and R.

Central Region

The Central Region consists of the Winnipeg and Toronto FIRs except for three locations where services are available in English and French: CNC9-Perth (Great War Mem Hosp) (Heli), CTA4-St-Bruno-de-Guigues, CSR8-La Sarre. NOTAM Series D, G, J, M, P and U.

Eastern Region

The Eastern Region consists of Montreal, Moncton and Gander FIRs in addition to the three locations in Toronto FIR where services are available in English and French: CNC9-Perth (Great War Mem Hosp) (Heli), CTA4-St-Bruno-de-Guigues, CSR8-La Sarre. NOTAM Series E, H, K, N, Q and V.

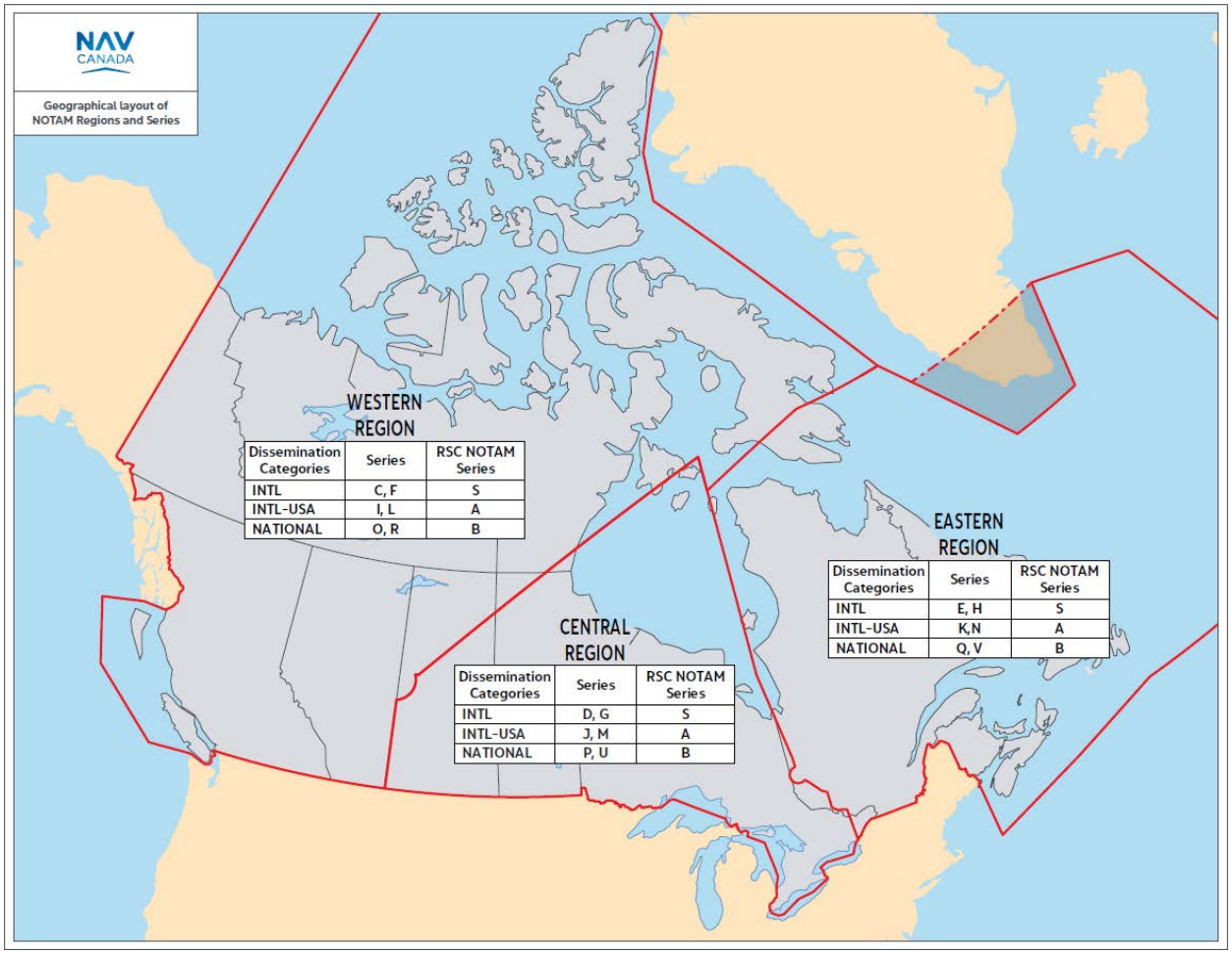


Figure 32: Three NOTAM Regions with Six NOTAM Series per Region

Appendix B – NOTAM Series

In the descriptions below, the capital letters in brackets, for example, (PZ), refer to the Q-Code second or second and third letter(s) (subject).

International: disseminated to International stakeholders, to the U.S.A., and within Canada

Series C, D and E pertain to hazards and outages associated with aerodromes identified by international stakeholders, to include lighting facilities (L), movement and landing areas (M), facilities and services (F), Aerodrome Air traffic procedures (P) (scope A or AE), Instrument landing systems (I) and Obstacle to air navigation (OB) within 5 NM of aerodromes in this category, but not their light outages. The list of these aerodromes can be found in *AIP Canada* GEN 3.1.3.4.

Series F, G and H pertain to NAVAIDs, airspace and warnings requiring international distribution: Communications and surveillance facilities (C), GNSS services (G), Terminal and En-route navigation facilities (N); Airspace organization (A), Air Traffic and VOLMET Services (S), Enroute Air Traffic Procedures (P) (scope E) ADIZ procedures (PZ); Navigation Warnings – Airspace restrictions (R), Warnings (W), and groups of obstacles to air navigation (OB) (wind farms, cable crossings, etc.) with an area of influence intersecting the 5NM radius circle of more than one aerodrome, but not their light outages. The list of these NAVAIDs and Class F airspaces an be found in *AIP Canada* GEN 3.1.3.4.

International – U.S.A.: disseminated to the U.S.A. and within Canada

Series I, J and K pertain to hazards and outages associated with aerodromes identified for distribution to the U.S.A. and Canada only, to include lighting facilities (L), movement and landing areas (M), facilities and services (F), Air traffic procedures at aerodromes (P) (scope A or AE), Instrument landing systems (I) and Obstacles to air navigation (OB) within 5 NM of aerodromes in this category. The list of these aerodromes can be found in *AIP Canada* GEN 3.1.3.4.

Series L, M and N pertain to communication, NAVAIDs, airspace and warnings identified for distribution to the U.S.A. and Canada only, to include: Communications and surveillance facilities (C), Instrument and landing systems (I), GNSS services (G), Terminal and En-route navigation facilities (N); Airspace organization (A), Air Traffic and VOLMET Services (S), Enroute Air Traffic Procedures (P) (scope E); Navigation Warnings – Airspace restrictions (R), Warnings (W) and groups of obstacles to air navigation (OB) (wind farms, cable crossings, etc.) with an area of influence intersecting the 5NM radius circle of more than one aerodrome, but not their light outages. The list of these NAVAIDs and Class F airspaces can be found in *AIP Canada* GEN 3.1.3.4.

National: disseminated within Canada only

Series O, P and Q pertain to hazards and outages associated with aerodromes not listed in the two (2) above categories to include lighting facilities (L), movement and landing areas (M), facilities and services (F), Air traffic procedures (P) (scope A or AE), Instrument landing systems (I) and Obstacles to air navigation (OB) within 5 NM of aerodromes in this category but not their light outages. The list of these aerodromes can be found in *AIP Canada* GEN 3.1.3.4.

Series R, U and V include obstacles to air navigations (cranes, antennas, etc.) located beyond 5 NM of any aerodrome and all obstacle light outages.

RSC NOTAM Series

Series S pertain to those aerodromes identified by international stakeholders. The list of these aerodromes can be found in *AIP Canada* GEN 3.1.3.4.

Series A pertain to those aerodromes identified for distribution to the U.S.A and Canada only. The list of these aerodromes can be found in *AIP Canada* GEN 3.1.3.4.

Series B pertain to those aerodromes not listed in the two (2) above categories. The list of these aerodromes can be found in *AIP Canada* GEN 3.1.3.4.

Table 8: Series in Accordance with NOTAM Regions and Dissemination Categories

Western Region		Central Region		Eastern Region	
INTL	C, F	INTL	D, G	INTL	E, H
INTL-U.S.A.	I, L	INTL-U.S.A.	J, M	INTL-U.S.A.	K, N
NATIONAL	O, R	NATIONAL	P, U	NATIONAL	Q, V

Table 9: Series in Accordance with Dissemination Categories and Subject Groups

Category	International Dissemination						
SERIES	C	D	E	F	G	H	S
SUBJECT GROUPINGS	AERODROMES *AIP Canada* GEN 3.1.3.4			NAVAIDs AIRSPACE WARNINGS COMMUNICATION *AIP Canada* GEN 3.1.3.4			RSC
Q-Code Subject	F, I, L, M, OB, P			A, C, G, N, OB, R, S, W			FAXX
SCOPE	A, AE			E, W, A, AE			A

Category	International-U.S.A. Dissemination						
SERIES	I	J	K	L	M	N	A
SUBJECT GROUPINGS	AERODROMES *AIP Canada* GEN 3.1.3.4			NAVAIDs AIRSPACE WARNINGS COMMUNICATION *AIP Canada* GEN 3.1.3.4			RSC
Q-Code Subject	F, I, L, M, OB, P			A, C, G, N, OB, R, S, W			FAXX
SCOPE	A, AE			E, W, A, AE			A

Category	National Dissemination						
SERIES	O	P	Q	R	U	V	B
SUBJECT GROUPINGS	AERODROMES *AIP Canada* GEN 3.1.3.4			Obstacles beyond 5 NM of any aerodrome and all light outages			RSC
Q-Code Subject	F, I, L, M, OB, P			OB, OL			FAXX
SCOPE	A, AE			E, AE			A

Additional considerations for Series Selection

Navigation warnings with an area of influence intersecting the 25 NM radius circle of an aerodrome in the international category or with an upper limit at or above FL180 must be distributed in accordance with the category “International”. Other Navigation warning NOTAM must be distributed in accordance with the category “International – U.S.A.”. Refer to Appendix C, *Airspace or Warnings Dissemination Category Selection.*

Appendix C – Dissemination Category Selection

These tables assist the NOTAM issuer in selecting the appropriate dissemination category of a NOTAM with Scope E, AE or W, depending on the area of influence and vertical limits. Table 10 represents the subjects for which international dissemination is dictated, whereas Table 11 represents subjects for which certain criteria must be met to disseminate internationally.

Table 10- Subjects for which International Dissemination is mandatory

SUBJECT	Q-CODE SUBJECT
INTL FREQ AIR/GROUND FACILITIES	QCA--
Automatic Dependent Surveillance – Broadcast (ADS-B)	QCB--
Automatic Dependent Surveillance – Contract (ADS-C)	QCC--
Controller-Pilot Data Link Communications (CPDLC)	QCD--
SELCAL	QCL--
ENROUTE SURVEILLANCE RADAR	QCE--
SECONDARY SURVEILLANCE RADAR	QCS--
ADIZ	QAD--
FIR	QAF--
OCEANIC CONTROL AREA	QAO--
ACC	QSC--
FIC	QSE--
OCEANIC AREA CONTROL CENTRE	QSO--
FLIGHT PLAN PROCESSING, FILING AND RELATED CONTINGENCY	QPL--
ADIZ PROCEDURE	QPZ--
OVERFLYING OF …(SPECIFY) ESCAT	QRO--
GANDER FLIGHT INFORMATION SERVICE	QSS--
RADIOACTIVE MATERIALS OR TOXIC MATERIALS	QWR--
SIGNIFICANT VOLCANIC ACTIVITY	QWW--
NAVIGATION WARNINGS OVER INTL WATERS	QW---

Table 11 - Subjects for which dissemination must be determined based on criteria

IF	Air/Ground Facilities **(QCA--)**	IF AT OR ABOVE FL180	**OR**	IF INTERSECTING 25NM RADIUS of an AD in INTL Category	**THEN**	INTL
	Terminal Air Surveillance Radar **(QCT--)**					
	Navigation Warnings **(QW---)**					
	Airspace Organization **(QA---)**					
	Airspace Restrictions **(QR---)**					
	GNSS Area Wide Operations **(QGW--)**					
	Radio Fail Procedure **(QPR--)**					
	Transition Altitude or Transition Level **(QPT--)**					
	High Intensity Light Operations **(QXX--)**					

Appendix D – Abbreviations and Acronyms Used in Canadian NOTAMs (Decode)

When quoting another publication in the text of a NOTAM, quoted text may contain abbreviations and acronyms extracted from the publication that may differ from the following list. The asterisk (*) denotes Canadian abbreviations used in RSC NOTAM only.

ABN	Aerodrome beacon
ABV	Above
ACC	Area Control Centre or area control
ACFT	Aircraft
ACT	Active or activated or activity
AD	Aerodrome
ADDN*	Additional
ADIZ	Air defence identification zone
ADJ	Adjacent
ADS-B	Automatic dependent surveillance – broadcast
ADS-C	Automatic dependent surveillance – contract
ADZ	Advise
AFT	After... (time or place)
AGL	Above ground level
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
ALS	Approach lighting system
ALT	Altitude
AMDT	Amendment (AIP Amendment)
AMSL	Above mean sea level
AP	Airport
APAPI	Abbreviated precision approach path indicator
APCH	Approach
APN	Apron
APR	April
APRX	Approximate or approximately
ARR	Arrive or arrival
ASDA	Accelerate stop distance available
ATC	Air traffic control (in general)
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATS	Air traffic services
AUG	August

AUTH	Authorized or authorization
AVBL	Available or availability
AVGAS	Aviation gasoline
AWY	Airway
AZM	Azimuth
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BFR	Before
BLDG	Building
BLW	Below
BRKG	Braking
BTN	Between
C	Centre (preceded by runway designation number to identify a parallel runway)
C	Degrees Celsius (Centigrade)
CAT	Category
CH	Channel
CHEM	Chemical solution or ice control chemical
CL	Centreline
CLR	Clear(s) or cleared to or clearance
CLSD	Close or closed or closing
CNL	Cancelled[29]
COM	Communications
COND	Condition
CONST	Construction or constructed
CPDLC	Controller-pilot data link communications
CRFI*	Canadian runway friction index
CTA	Control area
CTC	Contact
CTL	Control
CUST	Customs
CYA	Canadian Class F airspace, advisory area
CYD	Canadian Class F airspace, danger area
CYR	Canadian Class F airspace, restricted area
DA	Decision altitude
DEC	December
DEG	Degrees
DEP	Depart or departure
DEST	Destination
DH	Decision height
DIST	Distance
DLA	Delay or delayed
DME	Distance measuring equipment
DOM	Domestic

[29] CNL is used for NOTAMC

DRG	During
DTHR	Displaced runway threshold
E	East or eastern longitude
EMERG	Emergency
ENE	East-north-east
ENR	Enroute
EQPT	Equipment
ESE	East-south-east
EST	Estimate (following date-time group)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
FAC	Facilities
FAF	Final approach fix
FATO	Final approach and take off area
FAX	Facsimile transmission
FCST	Forecast
FEB	February
FIC	Flight Information Centre
FIR	Flight information region
FL	Flight level
FLR	Flares
FLT	Flight
FLW	Follow(s) or following
FM	From
FMS	Flight Management System
FPM	Feet per minute
FREQ	Frequency
FRI	Friday
FSS	Flight Service Station
FT	Foot or feet (dimensional unit)
GLD	Glider
GND	Ground
GNSS	Global navigation satellite system
GP	Glide path
GPS	Global positioning system
GRF*	Global Reporting Format
GRVL	Gravel
H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDG	Heading

HEL	Helicopter
HELI	Heliport (following heliport name in NOTAM text for heliport with an alpha-numeric location indicator)
HGT	Height or height above
HOL	Holiday
HR	Hours
HYDRO	Water aerodrome (following aerodrome name in French NOTAM text for water aerodrome with an alpha-numeric location indicator))
IAF	Initial approach fix
ID	Identify or identifier
IDENT	Identification
IFR	Instrument flight rules
ILS	Instrument landing system
IMC	Instrument meteorological condition
INFO	Information
IN*	Inch or inches (dimensional unit)
INSTR	Instrument
INT	Intersection
INTL	International
INTST	Intensity
JAN	January
JUL	July
JUN	June
KG	Kilograms
KT	Knots
L	Left (preceded by runway designation number when identifying a parallel runway)
LDA	Landing distance available
LDG	Landing
LGT	Light(s) or lighting
LGTD	Lighted
LNAV	Lateral Navigation
LOC	Localizer
LPV	Localizer performance with Vertical Guidance
LTD	Limited
LVL	Level
MAG	Magnetic
MAINT	Maintenance
MAR	March
MAX	Maximum
MDA	Minimum descent altitude
MEA	Minimum enroute altitude
MEDEVAC	Medical Evacuation
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
METAR	Aerodrome routine meteorological report

MIL	Military
MIN	Minutes
MNPS	Minimum navigation performance specifications
MOA	Military Operating Area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MON	Monday
MSA	Minimum sector altitude
MSG	Message
N	North or northern latitude
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigation aid
NDB	Non-directional radio beacon
NE	North-east
NGT	Night
NM	Nautical miles
NNE	North-north-east
NNW	North-north-west
NOV	November
NPA	Non-precision approach
NR*	Not Reported
NW	North-west
OBS	Observe, observed, observation
OBST	Obstacle or obstruction
OCA	Oceanic control area
OCT	October
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
PAPI	Precision approach path indicator
PAR	Precision approach radar
PCT	Percent
PERM	Permanent
PN	Prior notice required
PPR	Prior permission required
PRKG	Parking
PROC	Procedure
PSR	Primary surveillance radar
PWR	Power
QUAD	Quadrant
R	Right (preceded by runway designation number when identifying a parallel runway)
RAG	Runway arresting gear
RAIM	Receiver autonomous integrity monitoring

RCL	Runway centre line
RCLL	Runway centre line light(s)
RDL	Radial
RDO	Radio
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to… or refer to…
RENL	Runway end light(s)
RMK	Remark
RNAV	Area Navigation
RNP	Required navigation performance
RSC*	Runway Surface Condition
RSR	Enroute surveillance radar
RTE	Route
RTHL	Runway threshold light(s)
RTZL	Runway touchdown zone light(s)
RVR	Runway visual range
RVSM	Reduced vertical separation minimum (1000 FT between FL290 and FL410)
RWY	Runway
RWYCC*	Runway Condition Code
S	South or southern latitude
SAR	Search and rescue
SAT	Saturday
SDBY	Stand by
SE	South-east
SEP	September
SFC	Surface
SID	Standard instrument departure
SKED	Schedule or scheduled
SR	Sunrise
SS	Sunset
SSE	South-south-east
SSR	Secondary surveillance radar
SSW	South-south-west
STAR	Standard instrument arrival
SUN	Sunday
SUP	Supplement (AIP Supplement)
SVC	Service or service message
SVCBL	Serviceable
SW	South-west
TACAN	Tactical air navigation aid
TAF	Aerodrome forecast
TALPA*	Take-off and Landing Performance Assessment
TAR	Terminal area surveillance radar

TCH	Threshold crossing height
TDZ	Touchdown zone
TEL	Telephone
TEMPO	Temporary or temporarily
TFC	Traffic
THR	Threshold
THRU	Through
THU	Thursday
TKOF	Take-off
TLOF	Touchdown and lift-off area
TODA	Take-off distance available
TORA	Take-off run available
TRANS	Transmits or transmitter
TUE	Tuesday
TWR	Aerodrome Control Tower or aerodrome control
TWY	Taxiway
UDF	Ultra-high frequency direction-finding station
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
VAR	Magnetic variation
VASIS	Visual approach slope indicator system
VCY	Vicinity
VDF	Very high frequency direction-finding station
VFR	Visual flight rules
VIS	Visibility
VMC	Visual meteorological conditions
VNAV	Vertical Navigation
VOR	Very high frequency omni directional radio range
VORTAC	VOR and TACAN combination
W	West or western longitude
WAAS	Wide area augmentation system
WATER	Water aerodrome (following aerodrome name in NOTAM text for water aerodrome with an alpha-numeric location indicator))
WDI	Wind direction indicator
WED	Wednesday
WEF	With effect from
WIP	Work in progress
WNW	West-north-west
WSW	West-south-west
WX	Weather
Z	Coordinated Universal Time

Appendix E – Abbreviations and Acronyms Used in Canadian NOTAMs (Encode)

When quoting another publication in the text of a NOTAM, quoted text may contain abbreviations and acronyms extracted from the publication that may differ from the following list. The asterisk (*) denotes Canadian abbreviations used in RSC NOTAM only.

Abbreviated precision approach path indicator ..... APAPI
Above ..... ABV
Above ground level ..... AGL
Above mean sea level ..... AMSL
Accelerate stop distance available ..... ASDA
Active or activated or activity ..... ACT
Additional ..... ADDN*
Adjacent ..... ADJ
Advise ..... ADZ
Aerodrome ..... AD
Aerodrome beacon ..... ABN
Aerodrome Control Tower or aerodrome control ..... TWR
Aerodrome forecast ..... TAF
Aerodrome routine meteorological report ..... METAR
Aeronautical Information Circular ..... AIC
Aeronautical Information Publication ..... AIP
After (time or place) ..... AFT
Aircraft ..... ACFT
Air defence identification zone ..... ADIZ
Air traffic control (in general) ..... ATC
Air traffic flow management ..... ATFM
Air traffic services ..... ATS
Airport ..... AP
Airway ..... AWY
Altitude ..... ALT
Amendment (AIP Amendment) ..... AMDT
Approach ..... APCH
Approach lighting system ..... ALS
Approximate or approximately ..... APRX
April ..... APR
Apron ..... APN
Area Control Centre or area control ..... ACC
Area Navigation ..... RNAV

Arrive or arrival ..... ARR
August ..... AUG
Authorized or authorization ..... AUTH
Automatic dependent surveillance – broadcast ..... ADS-B
Automatic dependent surveillance – contract ..... ADS-C
Automatic terminal information service ..... ATIS
Available or availability ..... AVBL
Aviation gasoline ..... AVGAS
Azimuth ..... AZM
Beacon (aeronautical ground light) ..... BCN
Before ..... BFR
Below ..... BLW
Between ..... BTN
Braking ..... BRKG
Broadcast ..... BCST
Building ..... BLDG
Canadian Class F airspace, advisory area ..... CYA
Canadian Class F airspace, danger area ..... CYD
Canadian Class F airspace, restricted area ..... CYR
Canadian runway friction index ..... .CRFI*
Cancelled ..... CNL[30]
Category ..... CAT
Centreline CL
Centre (preceded by runway designation number to identify a parallel runway) C
Channel ..... CH
Chemical solution or ice control chemical ..... CHEM
Clear(s) or cleared to or clearance ..... CLR
Close or closed or closing ..... CLSD
Communications ..... COM
Condition ..... COND
Construction or constructed ..... CONST
Contact ..... CTC
Continuous day and night service H24
Control ..... CTL
Control area ..... CTA
Controller-pilot data link communications ..... CPDLC
Coordinated Universal Time ..... Z
Customs ..... CUST
December ..... DEC
Decision altitude ..... DA
Decision height ..... DH
Degrees ..... DEG
Degrees Celsius (Centigrade) C

[30] CNL is used for NOTAMC

Delay or delayed ..... DLA
Depart or departure ..... DEP
Destination ..... DEST
Displaced runway threshold ..... DTHR
Distance ..... DIST
Distance measuring equipment ..... DME
Domestic ..... DOM
During ..... DRG
East or eastern longitude ..... E
East-north-east ..... ENE
East-south-east ..... ESE
Emergency ..... EMERG
Enroute ..... ENR
Enroute surveillance radar ..... RSR
Equipment ..... EQPT
Estimate (following date-time group) ..... EST
Estimated time of arrival or estimating arrival ..... ETA
Estimated time of departure or estimating departure ..... ETD
Except ..... EXC
Exercises or exercising or to exercise ..... EXER
Expect or expected or expecting ..... EXP
Facilities ..... FAC
Facsimile transmission ..... FAX
Final approach and take off area ..... FATO
February ..... FEB
Feet per minute ..... FPM
Final approach fix ..... FAF
Flares ..... FLR
Flight ..... FLT
Flight Information Centre ..... FIC
Flight information region ..... FIR
Flight level ..... FL
Flight management system ..... FMS
Flight Service Station ..... FSS
Follow(s) or following ..... FLW
Foot or feet (dimensional unit) ..... FT
Forecast ..... FCST
Frequency ..... FREQ
Friday ..... FRI
From ..... FM
Glide path ..... GP
Glider ..... GLD
Global navigation satellite system ..... GNSS
Global positioning system ..... GPS

Global Reporting Format……GRF*
Gravel……GRVL
Ground ..... GND
Hazard beacon ..... HBN
Heading ..... HDG
Height or height above ..... HGT
Helicopter ..... HEL
Helicopter approach path indicator ..... HAPI
Heliport ..... HELI
Holiday ..... HOL
Hours ..... HR
Identify or identifier ..... ID
Identification ..... IDENT
Inch or inches (dimensional unit) ..... IN*
Information ..... INFO
Initial approach fix ..... IAF
Instrument ..... INSTR
Instrument flight rules ..... IFR
Instrument landing system ..... ILS
Instrument meteorological condition ..... IMC
Intensity ..... INTST
International ..... INTL
Intersection ..... INT
January ..... JAN
July ..... JUL
June ..... JUN
Kilograms ..... KG
Knots ..... KT
Landing ..... LDG
Landing distance available ..... LDA
Lateral Navigation ..... LNAV
Left (preceded by runway designation number when identifying a parallel runway) L
Level LVL
Light(s) or lighting ..... LGT
Lighted ..... LGTD
Limited ..... LTD
Localizer ..... LOC
Localizer Performance with Vertical Guidance ..... LPV
Magnetic ..... MAG
Magnetic variation ..... VAR
Maintenance ..... MAINT
March ..... MAR
Maximum ..... MAX
Medical Evacuation ..... MEDEVAC

Message ..... MSG
Meteorological or meteorology ..... MET
Military ..... MIL
Military Operating Area ..... MOA
Minimum descent altitude ..... MDA
Minimum enroute altitude ..... MEA
Minimum eye height over threshold (for visual approach slope indicator systems) ..... MEHT
Minimum navigation performance specifications ..... MNPS
Minimum obstacle clearance (required) ..... MOC
Minimum obstacle clearance altitude ..... MOCA
Minimum sector altitude ..... MSA
Minutes ..... MIN
Monday ..... MON
Nautical miles ..... NM
Navigation ..... NAV
Navigation aid ..... NAVAID
Night ..... NGT
Non-directional radio beacon ..... NDB
Non-precision approach ..... NPA
North Atlantic ..... NAT
North or northern latitude ..... N
North-east ..... NE
North-north-east ..... NNE
North-north-west ..... NNW
North-west ..... NW
Not Reported ..... NR*
November ..... NOV
Observe, observed, observation ..... OBS
Obstacle or obstruction ..... OBST
Oceanic control area ..... OCA
October ..... OCT
Open or opening or opened ..... OPN
Operations ..... OPS
Operator or operate or operative or operating or operational ..... OPR
Parking ..... PRKG
Percent ..... PCT
Permanent ..... PERM
Power ..... PWR
Precision approach path indicator ..... PAPI
Precision approach radar ..... PAR
Primary surveillance radar ..... PSR
Prior notice required ..... PN
Prior permission required ..... PPR
Procedure ..... PROC

Quadrant ..... QUAD
Radial ..... RDL
Radio ..... RDO
Receive or receiver ..... REC
Receiver autonomous integrity monitoring ..... RAIM
Reduced vertical separation minimum (1000 ft between FL290 and FL410) ..... RVSM
Reference to or refer to… ..... REF
Remark ..... RMK
Required navigation performance ..... RNP
Right (preceded by runway designation number when identifying a parallel runway) ..... R
Route ..... RTE
Runway ..... RWY
Runway arresting gear ..... RAG
Runway centre line ..... RCL
Runway centre line light(s) ..... RCLL
Runway Condition Code ..... RWYCC*
Runway edge light(s) ..... REDL
Runway end light(s) ..... RENL
Runway surface condition ..... RSC*
Runway threshold light(s) ..... RTHL
Runway touchdown zone light(s) ..... RTZL
Runway visual range ..... RVR
Saturday ..... SAT
Schedule or scheduled ..... SKED
Search and rescue ..... SAR
Secondary surveillance radar ..... SSR
September ..... SEP
Serviceable ..... SVCBL
Service or service message ..... SVC
South or southern latitude ..... S
South-east ..... SE
South-south-east ..... SSE
South-south-west ..... SSW
South-west ..... SW
Stand by ..... SDBY
Standard instrument arrival ..... STAR
Standard instrument departure ..... SID
Sunday ..... SUN
Sunrise ..... SR
Sunset ..... SS
Supplement (AIP Supplement) ..... SUP
Surface ..... SFC
Take-off ..... TKOF
Take-off distance available ..... TODA

Take-off and Landing Performance Assessment……TALPA*
Take-off run available.....TORA
Taxiway .....TWY
Telephone .....TEL
Temporary or temporarily.....TEMPO
Terminal area surveillance radar .....TAR
Threshold .....THR
Threshold crossing height.....TCH
Through.....THRU
Thursday .....THU
Touchdown and lift-off area.....TLOF
Touchdown zone.....TDZ
Traffic .....TFC
Transmits or transmitter .....TRANS
Tuesday.....TUE
Ultra-high frequency direction-finding station.....UDF
Ultra-high frequency tactical air navigation aid .....TACAN
Unlimited .....UNL
Unreliable .....UNREL
Unserviceable .....U/S
Vertical Navigation .....VNAV
Very high frequency direction-finding station.....VDF
Very high frequency omni directional radio range .....VOR
Vicinity.....VCY
Visibility .....VIS
Visual approach slope indicator system.....VASIS
Visual flight rules.....VFR
Visual meteorological conditions.....VMC
VOR and TACAN combination.....VORTAC
Water aerodrome (following aerodrome name in NOTAM text for water aerodrome with an alpha-numeric location indicator)).....WATER
Weather.....WX
Wednesday .....WED
West or western longitude.....W
West-north-west .....WNW
West-south-west .....WSW
Wide area augmentation system .....WAAS
Wind direction indicator.....WDI
With effect from……WEF
Work in progress.....WIP

Appendix F – NOTAM Selection Criteria used in Canadian NOTAMs

The NOTAM Selection Criteria (NSC) used in Canada are derived from the ICAO Doc 8126 – *Aeronautical Information Services Manual* and adapted to meet operational needs in Canadian airspace.

The Q-Code (NOTAM Code) contains a total of five letters, the first letter being Q. The second and third letters identify the subject and the fourth and fifth letters the applicable condition.

The shaded rows represent codes for NOTAMC.

Association with “Traffic”, “Purpose” and “Scope” is derived from the NOTAM subject second and third letter and takes into account the requirements of sections 4.4.6 to 4.4.8. If the Q-code is QXXXX, free association of the qualifiers “Traffic”, “Purpose” and “Scope” is possible. Some scenarios are developed using QXXXX

The most commonly used Q-Codes and their respective relation to qualifiers Traffic, Purpose and Scope are presented in tables below. The codes are grouped under the following categories based on the second letter of the code:

CATEGORY: L – LIGHTING FACILITIES

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Approach lighting system? (specify runway and type) CFS light code: AC, AD, AE, AF, AJ, AR, AW, AO*, AM*, AN*, AL*, AK*	**LA**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now…. (specify)	AH	x	x		x	x	
Available on request	AR	x	x		x	x	
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Downgraded to … (specify)	CG	x	x	x	x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

** if entire system is affected*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Aerodrome beacon (ABN)	**LB**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS		x				x
Completely withdrawn	AW		x				x
Installed	CS		x				x
Trigger	TT		x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Runway centre line lights (specify runway) CFS light code: CL	LC	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Runway edge lights (REDL) (specify runway)*	LE	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**see NSC table LH, LM and LO if a specific REDL intensity is the subject.*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Sequence flashing lights (specify runway) CFS light codes: SF, AO, AK, AL	LF	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

To be used in a NOTAM stating an ALS downgrade. Not in use at the moment.

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Aircraft Radio Control of Aerodrome Lighting (ARCAL)*	LG	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Changed	CH	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**Also known as pilot controlled lighting*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE High intensity runway edge lights (specify runway)	**LH**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

if REDL intensity is the subject.

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Runway end identifier lights (RWY ID LGT) (specify runway). CFS light Code: AS, AZ	**LI**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Runway alignment indicator lights (specify runway) CFS codes: AM, AN, AL, AK	**LJ**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Low intensity runway edge lights (specify runway)	**LL**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

if REDL intensity is the subject.

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Medium intensity runway edge lights (specify runway)	**LM**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

if REDL intensity is the subject.

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Precision approach path indicator (PAPI or APAPI)	**LP**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now … (specify)	AH	x	x		x	x	
Available on request	AR	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE All landing area lighting facilities **LR**		Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x	x	x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Stopway lights (specify runway) **LS**		Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Threshold lights (specify runway) CFS light code T green lights and E (in “TE”) red lights	**LT**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Helicopter approach path indicator CFS light Code: DR	LU	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now … (specify)	AH	x	x		x	x	
Available on request	AR	x	x	x	x	x	
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Visual approach slope indicator system (VASIS) (specify type and runway)	LV	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now … (specify)	AH	x	x		x	x	
Available on request	AR	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Heliport lighting CFS light codes: RY, RF, RW, RR, LED	**LW**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available on request	AR	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Taxiway centre line lights (specify taxiway) and rapid exit taxiway centreline	**LX**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Taxiway edge lights (specify taxiway) **LY**		Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Runway touchdown zone lights (specify runway) or simple touchdown zone light **LZ**		Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

CATEGORY: M – MOVEMENT AND LANDING AREA

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Clearway (specify runway)	**MC**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Work in progress	HW	x					x
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Declared distances (specify runway); Runway partial closure or runway section unavailability or take-off /landing restrictions with declared distances or threshold displacement with declared distances	**MD**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Runway arresting gear (specify runway)	**MH**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x	x	x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Apron	**MN**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Installed	CS	x			x	x	
Work in progress	HW	x			x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than … (specify)	LH	x	x	x	x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Stopbar (specify taxiway)	**MO**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Runway (specify runway)	**MR**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x		x	x	
Hours of services are now … (specify)	AH	x	x		x	x	
Military operations only	AM	x	x	x	x	x	
Available for night operation	AN	x	x		x	x	
Available, prior permission required	AP	x	x	x	x	x	
Available on request (AVBL PN)	AR	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Realigned	CL	x	x	x	x	x	
Displaced	CM	x	x	x	x	x	
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed*	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than … (specify)	LH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Usable for length of … and width of … (specify) // runway width reduction	LL	x	x	x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Limited to … (specify)**	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language, re designation	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

**Use LC with "CLSD EXCEPT (MEDEVAC, etc.)", "CLSD AVBL AS", "CLSD AVBL TO", etc.*

*** Use LT when the runway is not closed but availability is limited*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Stopway (specify runway)	**MS**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Threshold (specify runway) (no declared distances)	**MT**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Displaced	CM	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Runway turning bay (specify runway) Holding bay	**MU**	Scope: A Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Strip/shoulder (specify runway)	**MW**	Scope: A Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Work in progress	HW	x	x				x
Closed	LC	x	x				x
Limited to … (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Taxiway (specify)	**MX**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x				x
Available for night operation	AN	x	x				x
Available on request	AR	x	x				x
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Work in progress	HW	x	x				x
Closed or partially closed or sections closed	LC	x	x		x	x	
Unserviceable for aircraft heavier than … (specify)	LH	x	x				x
Usable for length of … and width of … (specify)	LL	x	x				x
Closed to all night operations	LN	x	x				x
Limited to … (specify)**	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

**Use LT when taxiway is not closed and availability is limited*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Rapid exit taxiway (specify)	**MY**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x		x	x	
Available for night operation	AN	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than … (specify)	LH	x	x	x	x	x	
Usable for length of … and width of … (specify)	LL	x	x	x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Limited to … (specify)*	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

**Use LT when taxiway is not closed and availability is limited*

CATEGORY: F – FACILITIES AND SERVICES

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Aerodrome	**FA**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Military operations only	AM	x	x	x	x	x	
Available, prior permission required (PPR)	AP	x	x	x	x	x	
Available on request – (AVBL PN)	AR	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
Grass cutting	HG	x	x				x
Work in progress	HW	x	x		x	x	
Concentration of birds	HX	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than … (specify)	LH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Limited to … (specify)*	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language**	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Completed	CC						
Work completed	HV						
Plain language	XX						

** Use LT when aerodrome is not closed and availability is limited or type of operation is not authorized, low or reduced visibility procedures and refer to 5.2.1, 5.2.10, 5.4.3, 5.5.9 and 5.5.12*

*** Use condition XX for: product changes multiple subjects, addition or changes to caution notes in published information. Also used for RSC NOTAM.*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Ceiling measurement equipment	**FC**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Oxygen (specify type)	**FE**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Not available (specify reason if appropriate)	AU	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Reserved for aircraft based therein	LB	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Aircraft Rescue and Fire-Fighting (ARFF)	**FF**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available on request	AR	x	x	x	x	x	
Unserviceable (not available)	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Downgraded to … (specify)	CG	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Installed	CS	x	x		x	x	
Limited to … (specify)*	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**use LT when "on request" category is not available or is available and conditions differ*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Helicopter alighting area/platform Helipad located at aerodrome for fixed wings or specific helipad at heliport when multiple exist	**FH**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Military operations only	AM	x	x	x	x	x	
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Displaced	CM	x	x	x	x	x	
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Aircraft de-icing service or facility (specify)	**FI**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Oils (specify type)	**FJ**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Not available (specify reason if appropriate)	AU	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Meteorological service (specify type) METAR, TAF, AWOS or LWIS and their component.	FM	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available on request	AR	x	x		x	x	
Not available (specify reason if appropriate)*	AU	x	x		x	x	
Installed	CS	x	x		x	x	
Limited to … (specify)**	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**use AU when a report is not available, total failure of AWOS or LWIS,*

***use LT for partial failure of AWOS or LWIS, intermittent, information not broadcasted, com link U/S*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Heliport	**FP**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Military operations only	AM	x	x		x	x	
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
Work in progress	HW	x	x		x	x	
Concentration of birds	HX	x	x		x	x	
Closed	LC	x	x		x	x	
Closed to IFR operations	LI	x			x	x	
Closed to all night operations	LN	x	x		x	x	
Limited to … (specify)*	LT	x	x		x	x	
Closed to VFR operations	LV		x		x	x	
Trigger	TT	x	x		x	x	
Plain language**	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Work completed	HV						
Plain language	XX						

** Use LT when heliport is not closed and availability is limited or a type of operation is not authorized or when the subject is low or reduced visibility procedures; refer to 5.4.3, 5.5.2*

*** Use condition XX for: product changes multiple subjects, addition or changes to caution notes in published information, change in classification.*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE RVR reading or RVR Sensor (specify runway and, where applicable, designator(s))	FT	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Fuel availability	FU	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Installed	CS	x	x		x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Wind direction indicator and WDI light	**FW**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS		x				x
Completely withdrawn	AW		x				x
Installed	CS		x				x
Trigger	TT		x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Customs/Immigration	**FZ**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	x		x	
Installed	CS	x	x	x		x	
Limited to … (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

CATEGORY: C – COMMUNICATIONS AND SURVEILLANCE FACILITIES

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Air/ground facilities (specify service and frequency) INTL air frequency, RCO, DRCO, PAL, AD frequency, ATS frequency	**CA**	Scope: AE – located at AD Scope: E[31] – not located at AD					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

[31] When published under FIR only

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Automatic dependent surveillance – broadcast (ADS-B)	**CB**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Automatic dependent surveillance – contract (ADS-C) (details)	**CC**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Controller-pilot data link communications (CPDLC) (details)	**CD**	Scope: AE – located at AD Scope: E – not located at AD Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Enroute surveillance radar	**CE**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable*	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Interference from … (specify)	LF	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to … (specify)**	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**Use AS for complete failure*
*** Use LT for partial availability*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Selective calling system (SELCAL)	**CL**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x					x
Operating frequency(ies) changed to … (specify)	CF	x					x
Identification or radio call sign changed to … (specify)	CI	x					x
Installed	CS	x					x
On test, do not use	CT	x					x
Limited to … (specify)	LT	x					x
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Surface movement radar	**CM**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Installed	CS	x	x				x
On test, do not use	CT	x	x				x
Limited to … (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Precision approach radar (PAR) (specify runway)	**CP**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x			x	x	
Available, prior permission required	AP	x			x	x	
Available on request	AR	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Limited to … (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE					
Secondary surveillance radar	**CS**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to … (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – only one AD impacted Scope: E – more than one AD impacted					
/Terminal area surveillance radar (TAR)	**CT**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to … (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

CATEGORY: I – INSTRUMENT AND MICROWAVE LANDING SYSTEMS

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Instrument landing system (ILS) (specify runway) Equipment- entire system	IC	Scope: A Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x			x	x	
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable (complete failure LOC and GP)	AS	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Operating frequency(ies) changed to … (specify)	CF	x		x	x	x	
Identification or radio call sign changed to … (specify)	CI	x		x	x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language*	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**Use XX for limited use (e.g. available to military only) or ident pairing synchronization*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
DME associated with ILS	**ID**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x			x	x	
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Operating frequency(ies) changed to … (specify)	CF	x		x	x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to … (specify)	CI	x		x	x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Limited to … (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Glide path (ILS) (specify runway)	**IG**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x			x	x	
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Operating frequency(ies) changed to … (specify)	CF	x		x	x	x	
Identification or radio call sign changed to … (specify)	CI	x		x	x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language*	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

** Use XX for signal fluctuations*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Localizer (LOC) (not associated with ILS) (specify runway)	**IN**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x			x	x	
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Operating frequency(ies) changed to … (specify)	CF	x		x	x	x	
Identification or radio call sign changed to … (specify)	CI	x		x	x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Outer marker (ILS) (specify runway)	**IO**	Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Displaced	CM	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
ILS category I (specify runway) Equipment	**IS**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x			x	x	
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
ILS category II (specify runway) Equipment	**IT**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x			x	x	
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Downgraded to … (specify)	CG	x		x	x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

Refer to 5.3.15, *CAT II or III*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
ILS category III (specify runway) Equipment	**IU**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x			x	x	
Hours of services are now … (specify)	AH	x			x	x	
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Downgraded to … (specify)	CG	x		x	x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

Refer to 5.3.15, *CAT II or III*

CATEGORY: G – GNSS SERVICES

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – WAAS-based at one AD Scope: E – WAAS for an area					
GNSS area-wide operations (specify operation)	**GW**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

CATEGORY: N – TERMINAL AND ENROUTE NAVIGATION FACILITIES

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – located at AD Scope: E – not located at AD					
Non-directional radio beacon (NDB)	**NB**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language*	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

* Use XX if NAVAID is unmonitored or at reduced power

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – located at AD Scope: E – not located at AD					
DME or DME portion of a VOR/DME*	**ND**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language**	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

** for DME used in IFP only/associated with ILS (idents start with I or X) see code ID*

***Use XX if NAVAID is unmonitored*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE					
VOR/DME*	**NM**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language**	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

** For the VOR portion only, see NV; for the DME portion only, see ND.*

***Use XX if NAVAID is unmonitored*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – located at AD Scope: E not located at AD					
TACAN	**NN**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language*	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**Use XX if NAVAID is unmonitored*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – located at AD Scope: E not located at AD					
VORTAC*	**NT**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language**	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**For the VOR portion only, see NV*

***Use XX if NAVAID is unmonitored*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – located at AD Scope: E – not located at AD					
VOR or VOR portion of a VOR/DME or VORTAC	**NV**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground check only, awaiting flight check	AG	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Temporarily replaced by … (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from … (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language*	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**Use XX if the NAVAID is unmonitored or the subject is rotation,*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE					
Direction finding station (specify type and frequency)*	**NX**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH		x		x	x	
Unserviceable or operator is unavailable	AS		x		x	x	
Completely withdrawn	AW		x		x	x	
Operating frequency(ies) changed to … (specify)	CF		x		x	x	
Identification or radio call sign changed to … (specify)	CI		x		x	x	
Installed	CS		x		x	x	
On test, do not use	CT		x		x	x	
Limited to … (specify)	LT		x		x	x	
Trigger	TT		x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**Used only for the aerodrome of St-Pierre, France (LFVP) or Miquelon, France (LFVM)*

CATEGORY: A – AIRSPACE ORGANIZATION

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – located at AD Scope: E – enroute only					
Minimum altitude (specify enroute/crossing/safe) MOCA, MEA	**AA**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – only one AD affected Scope: E – more than one AD affected					
Control zone (CZ)	**AC**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Military operations only	AM	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Installed or established	CS	x	x		x	x	
Closed	LC	x	x	x	x	x	
Prohibited to … (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Air defence identification zone (ADIZ)	**AD**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Military operations only	AM	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Deactivated	CD	x	x		x	x	
Changed	CH	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Control area (CTA)	**AE**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Military operations only	AM	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Realigned	CL	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to … (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Flight information region (FIR)	**AF**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Military operations only	AM	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to … (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Minimum usable flight level	**AL**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Area navigation route (specify) RNAV and GNSS routes Q, T, L	**AN**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Military operations only	AM	x		x	x	x	
Available, prior permission required	AP	x			x	x	
Available on request	AR	x			x	x	
Completely withdrawn	AW	x		x	x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to … (specify)	CI	x			x	x	
Installed	CS	x			x	x	
Closed	LC	x		x	x	x	
Limited to … (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Oceanic control area (OCA)	**AO**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Military operations only	AM	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to … (specify)	LP	x	x	x	x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Reporting point (specify name or coded designator) VFR reporting points, changeover point	**AP**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completely withdrawn	AW	x	x		x	x	
Changed	CH	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
ATS route* (specify)	**AR**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Military operations only	AM	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x		x	x	
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to … (specify)	LP	x	x	x	x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

**any ATS routes which is not RNAV or GNSS: airway, air routes, controlled or uncontrolled.*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE Scope: E – when published under FIR, impacting several aerodromes					
Terminal control area (TCA)	**AT**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Military operations only	AM	x	x	x	x	x	
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x	x	x	x	
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to … (specify)	LP	x	x	x	x	x	
Limited to … (specify) – reduced system capacity	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Significant point* Waypoint or intersection	**AX**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completely withdrawn	AW	x	x		x	x	
Changed	CH	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Temporarily replaced by … (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

** a significant point which is not a NAVAID.*

CATEGORY: S – AIR TRAFFIC AND VOLMET SERVICES

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Automatic terminal information service (ATIS)	**SA**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Area control centre (ACC)	**SC**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Closed	LC	x	x	x	x	x	
Limited to … (specify) – reduced system capacity	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Flight information centre (FIC) **SE**		Scope: E					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Closed	LC	x	x	x	x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Aerodrome flight information service CARS, UNICOM, RAAS, alert, etc. **SF**		Scope: A					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available on request	AR	x	x		x	x	
Not available (specify reason if appropriate)	AU	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to … (specify) – reduced system capacity	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
Oceanic area control centre (OAC)	**SO**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Closed	LC	x		x	x	x	
Limited to … (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – serving one specific AD Scope: E – when published under FIR, affecting several aerodromes					
Flight information service (FSS)	**SS**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Completed	CC						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE					
Control tower (TWR)	**ST**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of services are now … (specify)	AH	x	x		x	x	
Operating frequency(ies) changed to … (specify)	CF	x	x		x	x	
Identification or radio call sign changed to … (specify)	CI	x	x		x	x	
Installed (tempo tower)	CS	x	x		x	x	
Closed	LC	x	x	x	x	x	
Limited to … (specify) (light gun u/s)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language (tower relocated)	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

CATEGORY: P – AIR TRAFFIC PROCEDURES

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Standard instrument arrival (STAR) (specify route designator)	**PA**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Available on request	AR	x			x	x	
Not available (specify reason if appropriate) / NOT AUTH	AU	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to … (specify)	CI	x			x	x	
Temporarily replaced by … (specify)	CR	x		x	x	x	
Limited to … (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Standard instrument departure (SID) (specify route designator)	**PD**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Available on request	AR	x			x	x	
Not available (specify reason if appropriate) / NOT AUTH	AU	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to … (specify)	CI	x			x	x	
Temporarily replaced by … (specify)	CR	x		x	x	x	
Limited to … (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – Part of transition route, arrival or departure at an AD Scope: E - Enroute holding					
Holding procedure	**PH**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completely withdrawn	AW	x	x		x	x	
Limited to … (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Instrument approach procedure(specify type and runway)	**PI***	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Available on request	AR	x			x	x	
Not available (specify reason if appropriate) / NOT AUTH	AU	x		x	x	x	
Completely withdrawn	AW	x			x	x	
Changed (e.g. Track Change)	CH	x		x	x	x	
Identification or radio call sign changed to … (specify)	CI	x			x	x	
Temporarily replaced by … (specify)	CR	x		x	x	x	
Limited to … (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

** Not to be used for arrival procedures/STAR (PA), departure procedures/SID (PD), missed approach procedures (PU) or aerodrome/ instrument approach minima (PM)*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
VFR approach procedure or visual	**PK**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD		x	x	x	x	
Military operations only	AM		x	x	x	x	
Available for night operation	AN		x	x	x	x	
Available on request	AR		x		x	x	
Not available (specify reason if appropriate) / NOT AUTH	AU		x	x	x	x	
Completely withdrawn	AW		x		x	x	
Identification or radio call sign changed to … (specify)	CI		x		x	x	
Temporarily replaced by … (specify)	CR		x	x	x	x	
Installed	CS		x	x	x	x	
Limited to … (specify)	LT		x		x	x	
Trigger	TT		x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – only one aerodrome affected Scope: E - more than one aerodrome affected					
Flight plan processing, filing and related contingency	**PL**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Activated	CA	x	x				x
Limited to … (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Aerodrome operating minima (specify procedure and amended minima) (this code is not used for LVOP/RVOP)	**PM**	Scope: A Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Noise operating restrictions	**PN**	Scope: AE Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Activated	CA	x	x	x	x	x	
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Obstacle clearance altitude and height (specify procedure)	**PO**	Scope: A Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Radio failure procedure	**PR**	Scope: AE – only one AD affected Scope: E - more than one AD affected Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Transition altitude or transition level (specify)	**PT**	Scope: A Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: A					
Missed approach procedure (specify runway)	**PU**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE					
Minimum holding altitude (specify fix)	**PX**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: E					
ADIZ procedure	**PZ**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

CATEGORY: R – NAVIGATION WARNINGS – AIRSPACE RESTRICTIONS

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Airspace reservation or altitude reservation	**RA**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Activated	CA	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Will take place … (specify)	LW	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Danger area CYD	**RD**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x		x	x	
Deactivated	CD	x	x		x	x	
Changed	CH	x	x		x	x	
Prohibited to … (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Military operating area and CYA(M)	**RM**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Activated	CA	x	x		x	x	
Changed	CH	x	x		x	x	
Prohibited to … (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Cancelled	CN	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Overflying of … (specify) ESCAT, Forest Fire	**RO**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Prohibited to … (specify)	LP	x	x	x	x	x	
Limited to … (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Restricted area CYR	**RR**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x		x	x	
Deactivated	CD	x	x		x	x	
Changed	CH	x	x		x	x	
Realigned	CL	x	x		x	x	
Prohibited to … (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Temporary restricted area (specify area) Aeronautics Act 5.1, CAR 601.18, 601.14-601.16	**RT**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Activated	CA	x	x		x	x	
Prohibited to … (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Cancelled	CN	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

CATEGORY: W – NAVIGATION WARNINGS – WARNINGS

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

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Aerobatics and CYA(A)	**WB**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Will take place … (specify) or activated	LW	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

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

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

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Exercises (specify) CYA(F), CYA(T) and CYA with multiple activities	**WE**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Will take place … (specify) or activated	LW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Glider flying and CYA(S)	**WG**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Will take place … (specify) or activated	LW	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

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

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

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

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

SECOND AND THIRD LETTERS – SIGNIFICATION CODE Parachute jumping exercise, paragliding or hang gliding CYA(H) , CYA(P)	**WP**	Scope: W					
		Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Will take place … (specify) or activated	LW	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

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

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

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

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Remotely piloted aircraft systems (RPA / RPAS)	**WU**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Will take place … (specify)	LW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

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

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

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Aerial Survey (Flight Inspection)	**WY**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Will take place	LW	x	x				x
Trigger	TT	x	x		x	x	
Plain Language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Completed	CC	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

CATEGORY: O – OTHER INFORMATION

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – Obstacle within 5 NM of an AD Scope: E – Obstacle more than 5 NM of any AD					
Obstacle (specify details)	**OB**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completely withdrawn	AW	x	x				x
Erected	CE	x	x				x
Changed	CH	x	x				x
Displaced	CM	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Cancelled	CN						
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE Scope: E					
Aircraft entry requirements	**OE**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Changed	CH	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Cancelled	CN	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: AE – Obstacle within 5 NM of an AD					
		Scope: E – Obstacle more than 5 NM of any AD					
Obstacle lights on … (specify)	**OL**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Unserviceable	AS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX	Select Traffic and Purpose entries with due regard to the NOTAM content and the most commonly used combination of qualifiers.					
Resumed normal operation	AK	NOTAMC qualifiers should be identical to the original NOTAM.					
Plain language	XX						

CATEGORY : K – CHECKLISTS

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

CATEGORY: X – CUSTOM

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: TBD*					
Specify service/outage/activity Extremely large areas	**XX**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Specify	XX	TBD*	TBD*	TBD*	TBD*	TBD*	TBD*

* *To be determined by NOTAM originator*

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
Paramotor	**XX**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Will take place	LW	x	x		x	x	
Completed	CC	x	x		x	x	

SECOND AND THIRD LETTERS – SIGNIFICATION CODE		Scope: W					
High Intensity Light Operations / laser	**XX**	Traffic		Purpose			
FOURTH AND FIFTH LETTERS – SIGNIFICATION	**CODE**	I	V	N	B	O	M
Will take place	LW	x	x	x	x	x	
Completed	CC	x	x	x	x	x	