

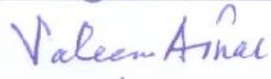
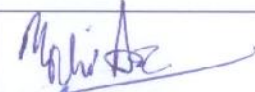
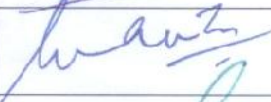





## NOTAM FORMAT AND PROCEDURES

# MANUAL

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## FOREWORD

Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) has constituted an AIS-AIM Implementation Task Force (AAITF) within Asia and Pacific Region to monitor the international and automation developments in the NOTAM domain. Principally, this work has been led by Japan and culminated in the 5<sup>th</sup> meeting of AAITF on 5<sup>th</sup> June, 2010. The Task Force formally agreed that EURO Operation Procedures for AIS Dynamic Data (OPADD) be adopted for use as the Asia / Pacific OPADD.

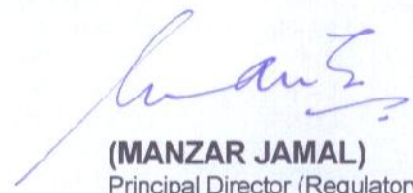
The Standards and Recommended Practices (SARPs) regarding AIS and NOTAM are available in the Annex-15 to the Chicago Convention on ICAO. The Annex 15 and ICAO Doc 8126 reflected a number of OPADD documents in which Chapters "NOTAM Creation" and "NOTAM Processing" were agreed globally.

In Pakistan an International NOTAM Office (NOF) is established at Jinnah International Airport (JIAP) Karachi, responsible of issuing NOTAM's related to the Airports / locations within Pakistan FIR's. NOF is also responsible for receiving NOTAM's from International and domestic location to convert them into Pre-flight Information Bulletins (PIBs) to Pre-flight units, Airlines and other agencies.

The above tasks were carried out manually, but after induction of ATS Message Handling System (AMHS) in Pakistan, the same is automated through a NOTAM Database fulfilling the requirement of AAITF of APANPIRG. The necessary procedures and guidelines are described in this manual for better working and understanding of NOF operation.

Comments on this Manual would be appreciated from Ops Directorate, CNS Service Providers and other agencies/operators concerned with NOTAM. Any suggestion or recommendation for alteration or amendment should be addressed to Senior Additional Director Technical Standards (DAAR).

Dated: 31/7/ 2015



**(MANZAR JAMAL)**  
Principal Director (Regulatory) /  
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## GLOSSARY OF TERMS AND ABBREVIATIONS & ACRONYMS

### ACRONYMS & ABBREVIATIONS

<b>ACC</b>	AREA CONTROL CENTRE
<b>AD</b>	AERODROME
<b>AFTN</b>	AERONAUTICAL FIXED TELECOMMUNICATION NETWORK
<b>AGL</b>	ABOVE GROUND LEVEL
<b>AMDT</b>	AMENDMENT
<b>AMHS</b>	ATS MESSAGE HANDLING SYSTEM
<b>AMSL</b>	ABOVE MEAN SEA LEVEL
<b>APP</b>	APPROACH CONTROL
<b>AIC</b>	AERONAUTICAL INFORMATION CIRCULAR
<b>AIM</b>	AERONAUTICAL INFORMATION MANAGEMENT
<b>AIP</b>	AERONAUTICAL INFORMATION PUBLICATIONS
<b>AIRAC</b>	AERONAUTICAL INFORMATION REGULATIONS AND CONTROL
<b>AIS</b>	AERONAUTICAL INFORMATION SERVICE
<b>APPRX</b>	APPROXIMATELY
<b>ATM</b>	AIR TRAFFIC MANAGEMENT
<b>CADAS</b>	COMSOFT AERONAUTICAL DATA ACCESS SYSTEM
<b>DUR</b>	DURATION
<b>EST</b>	ESTIMATED
<b>EXC</b>	EXCEPT
<b>FIC</b>	FLIGHT INFORMATION CENTRE
<b>FIR</b>	FLIGHT INFORMATION REGION
<b>GIS</b>	GEOGRAPHIC INFORMATION SYSTEM
<b>GND</b>	GROUND
<b>NSC</b>	NOTAM SELECTION CRITERIA
<b>NOF</b>	INTERNATIONAL NOTAM OFFICE
<b>NPU</b>	NOTAM PROCESSING UNIT
<b>PERM</b>	PERMANENT
<b>PIB</b>	PRE-FLIGHT INFORMATION BULLETIN
<b>LAT</b>	LATTITUDE
<b>LONG</b>	LONGITUDE
<b>SARPS</b>	STANDARDS AND RECOMMENDED PRACTICES
<b>SFC</b>	SURFACE
<b>UFN</b>	UNTIL FURTHER NOTICE



## Chapter 1

### NOTAM CREATION

#### 1.1 INTRODUCTION

1.1.1 The international standard NOTAM format is contained in ANO-007-DRAN-2.0 (ICAO Annex 15). It is the reference format for NOTAM and forms the baseline on which this document is being developed.

1.1.2 The different types of NOTAM are identified by suffix letters N, R and C.

S. No.	SUFFIX LETTER	TYPE OF NOTAM	APPEARANCE
1.	N	New NOTAM	NOTAMN
2.	R	Replacement NOTAM	NOTAMR
3.	C	Cancellation NOTAM	NOTAMC

Example: A0123/14 NOTAMN

1.1.3 However, there are some particulars specific to NOTAMR and NOTAMC creation.

1.1.4 Following are the contents of this chapter:

- 1.1.4.1 Basic rules for NOTAM creation
- 1.1.4.2 Detailed procedures relative to each NOTAM item
- 1.1.4.3 Procedures for NOTAMR and NOTAMC creation
- 1.1.4.4 Procedures for Checklist production
- 1.1.4.5 Procedures for the publication of permanent information
- 1.1.4.6 Procedures for Trigger NOTAM creation
- 1.1.4.7 Procedures for NIL Notification

#### 1.2 BASIC RULES FOR NOTAM CREATION:

1.2.1 The ICAO NOTAM format shall be strictly adhered to and the only NOTAM types mentioned in 1.1.2 are allowed.

1.2.2 NOTAM shall include English text.

1.2.3 Each NOTAM shall be translated as a single telecommunication message.

1.2.4 A NOTAM shall deal only with one subject and condition of that subject except Trigger NOTAM.

1.2.5 Terms such as planned alternative date or alternative dates shall not be used in a NOTAM. Such dates shall be published as any normal date of activity (NOTAMR refers)

1.2.6 Erroneous NOTAM shall be replaced; or they may be cancelled and a new NOTAM issued. No “Correct Version” NOTAM shall be issued.

- 1.2.7** Renumbering of existing NOTAM (containing identical information, but with a new number) is not allowed. Renumbering at the beginning of each year is therefore also not permitted.
- 1.2.8** NOTAM are basically qualified according to the NOTAM Selection Criteria (NSC) are published in ICAO Doc 8126.
- 1.2.9** All published times shall be in UTC.
- 1.2.10** If item C) contains 'EST', the NOTAM requires the later issue of a NOTAMR or NOTAMC.
- 1.2.11** A NOTAMR shall replace only one NOTAM. Both shall belong to the same NOTAM series.
- 1.2.12** A NOTAMC shall cancel only one NOTAM. Both shall belong to the same NOTAM series.
- 1.2.13** A NOTAM shall be cancelled only by a NOTAMC and never by a checklist.
- 1.2.14** For NOTAMR and NOTAMC, the date/time in item B) shall be equal to the actual date/time of creation of that NOTAMR and NOTAMC.
- 1.2.15** Item C) shall contain 'PERM' solely for NOTAM information that will be incorporated in the AIP. These NOTAMs shall be cancelled according to the rules described in 4.1 when the AIP is updated.
- 1.2.16** Item E) should be composed by the publishing NOF in such a way that it will serve for direct Pre-flight Information Bulletin entry without requiring additional processing by the receiving unit.
- 1.2.17** The following table shows the necessary data items for each NOTAM type and for the Checklist:

	NOTAMN	NOTAMR	NOTAMC	Checklist
<b>Series/Nr/Type</b>	Yes	Yes	Yes	Yes
<b>Ref to Series/Nr</b>	No	Yes	Yes	Yes
<b>FIR</b>	Yes	Yes	Yes	Yes
<b>NOTAM Code</b>	Yes	Yes	Yes	Yes
<b>'Traffic'</b>	Yes	Yes	Yes	Yes
<b>'Purpose'</b>	Yes	Yes	Yes	Yes
<b>'Scope'</b>	Yes	Yes	Yes	Yes
<b>Lower/Upper</b>	Yes	Yes	Yes	Yes
<b>Lat/Long/Radius</b>	Yes	Yes	Yes	Yes
<b>Item A)</b>	Yes	Yes	Yes	Yes
<b>Item B)</b>	Yes	Yes	Yes	Yes
<b>Item C)</b>	Yes	Yes	No	Yes
<b>Item D)</b>	Optional	Optional	No	No
<b>Item E)</b>	Yes	Yes	Yes	Yes
<b>Items F) &amp; G)</b>	Optional	Optional	No	No

Yes = Entry in Item is compulsory.  
 No = Entry in Item is not allowed.  
 Optional = Entry depending on the NOTAM contents.

### 1.3 DETAILED PROCEDURES:

#### 1.3.1 NOTAM SERIES ALLOCATION:

- 1.3.1.1 The use of a NOTAM Series identifier is always required.
- 1.3.1.2 Only letters A, C and P (1 character) are allowed:
- 1.3.1.3 Letter 'A' is used for the Airports where International flights operate.
- 1.3.1.4 Letter 'C' is used for the Airports where Domestic flights operate.
- 1.3.1.5 Letter 'P' is used for the Airports where Military/PAF/Civil flights operate.

#### 1.3.2 NOTAM IDENTIFIER:

- 1.3.2.1 Consists of NOTAM number/year (4 digits/2 digits).
- 1.3.2.2 Each series will start on January 1st of each year with number 0001.
- 1.3.2.3 The NOTAM are issued in ascending and continuous sequence in each and every series.

#### 1.3.3 NOTAM TYPE:

- 1.3.3.1 Following Letters are added as a suffix to the designator 'NOTAM' to indicate the NOTAM type or function.
  - N = New
  - R = Replace and
  - C = Cancel

Examples:

A0123/14 NOTAMN;

A0124/14 NOTAMR A0123/14

A0125/14 NOTAMC A0124/14

#### 1.3.4 NOTAM QUALIFICATION ITEM Q) – GENERAL RULES

- 1.3.4.1 Publishing NOF shall normally apply the qualifiers associated with the NOTAM Code combinations in accordance with the NSC. Deviation from the corresponding 'Traffic', 'Purpose' and 'Scope' qualifiers is only allowed in exceptional cases; e.g. when required by National regulations or imposed by operational needs (refer to paragraphs 1.3.4.4.5 etc.).

- 1.3.4.2 All fields of the Item Q) should be completed for each NOTAM type.

#### 1.3.4.3 QUALIFIER 'FIR':

- 1.3.4.3.1 This Item shall normally contain the ICAO Location Indicator of the FIR within which the subject of the information is located geographically or, if the NOTAM is issued by a regional non-governmental agency, the location indicator allocated by ICAO to that agency.

- 1.3.4.3.2 Pakistan has two FIRs Karachi and Lahore, hence their location indicators may be used in Qualifier FIR i.e.

OPKR = Karachi FIR

OPLR = Lahore FIR

OPXX = Karachi / Lahore both FIRs

1.3.4.4 **QUALIFIER 'NOTAM CODE':**

- 1.3.4.4.1 This Item shall contain the ICAO Doc 8126 rationalized versions of NOTAM Codes published in ICAO Doc 8400
- 1.3.4.4.2 Publishing NOF shall ensure that the NOTAM Code selected from the NSC describes the most important information to be promulgated.
- 1.3.4.4.3 NOTAM Code contains five (5) letters:  
 1<sup>st</sup> Letter = Always 'Q'  
 2<sup>nd</sup> & 3<sup>rd</sup> Letters = Subject / Facility  
 4<sup>th</sup> & 5<sup>th</sup> Letters = Conditions / Status
- 1.3.4.4.4 The most commonly used NOTAM Code groups and their respective relation to the qualifiers Traffic, Purpose and Scope are presented in the NOTAM Selection Criteria tables.
- 1.3.4.4.5 If, exceptionally, neither the Subject nor the Condition is listed: the code 'QXXXX' may be used.
- 1.3.4.4.6 NSC tables do not contain an appropriate 'Subject/Condition' combination for the information to be promulgated.
- NOTE:** The possible combination of NOTAM Code is given in Appendix-A.
- 1.3.4.4.7 These entries shall be selected with due regard to the qualifying NOTAM text.
- 1.3.4.4.8 When the NOTAM Code 'QXXXX' is used, free association of the qualifiers 'Traffic', 'Purpose' and 'Scope' is possible. The qualifiers shall reflect the content of the NOTAM.
- 1.3.4.4.9 The following 4<sup>th</sup> and 5<sup>th</sup> letters should not be used and another code should be found instead:  
 AC, AF, AX, CO, CP, HH, HJ, HK, HQ, HT, HU, LA, LD, LE, LK.
- 1.3.4.4.10 The 4<sup>th</sup> and 5<sup>th</sup> letters for a Trigger NOTAM must be "TT" whereas 2<sup>nd</sup> and 3<sup>rd</sup> letters be selected from Doc 8400 and must not be "XX".

**NOTE:** The qualifier 'Purpose' always be 'BO' since it relates to AIRAC publication.

1.3.4.5 **QUALIFIER 'TRAFFIC':**

- 1.3.4.5.1 This qualifier relates the NOTAM to a type of traffic and thus allows retrieval according to the user requirements:  
 I = IFR Traffic  
 V = VFR Traffic  
 IV = IFR and/or VFR Traffic  
 K = NOTAM is a checklist
- 1.3.4.5.2 However, the NSC contains certain subjects (2<sup>nd</sup> and 3<sup>rd</sup> letters) where the NOTAM subject/text may demand a different

choice of 'Traffic' qualifier (I, V or IV). In these cases, the correct 'Traffic' entry shall be determined by the Publishing NOF.

1.3.4.6 **QUALIFIER 'PURPOSE':**

1.3.4.6.1 This qualifier relates a NOTAM to certain purposes (intentions) and thus allows retrieval according to the user's requirements.

1.3.4.6.2 The appropriate 'Purpose' qualifier(s) should be taken from the NSC.

1.3.4.6.3 'PURPOSE' entries:

N = NOTAM selected for the immediate attention of aircraft operators

B = NOTAM selected for PIB entry

O = NOTAM concerning flight operations

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

K = NOTAM is a checklist

1.3.4.6.4 'PURPOSE' combinations:

The following combinations of one to three letters are permissible K, M, B, MB, BO, NBO depending upon NOTAM subject and content. Where the order in the list reflects the grading in terms of operational significance from the lowest to the highest.

1.3.4.7 **QUALIFIER 'SCOPE':**

1.3.4.7.1 This qualifier relates the NOTAM subject (2nd and 3rd letters) to a specific scope. This qualifier is used to determine under which category a NOTAM is presented in a Pre-flight Information Bulletin, i.e. under 'Aerodrome', 'En-route' or 'Navigation Warning' or as a dual purpose as 'aerodrome & en-route'.

1.3.4.7.2 The following entries are permissible:

LETTER	QUALIFIER SCOPE	ITEM A) CONTENTS
A	Aerodrome	Aerodrome
E	En-route	FIR(s)
AE	Aerodrome/En-route	Aerodrome
W	Warning	FIR(s)
AW	Aerodrome Navigational Warning	Aerodrome
K	Checklist	FIR(s)

1.3.4.8 **QUALIFIER 'LOWER / UPPER LIMIT':**

1.3.4.8.1 These qualifiers relate a NOTAM to a vertical section of airspace by reference to specific lower / upper limits. This allows lower/upper limits to be specified in requests for pre-flight information and, by doing so, any NOTAM not relating to

all or part of the requested vertical section may be excluded from the retrieved Pre- flight Information Bulletin obtained.

1.3.4.8.2 The limits specified in these qualifiers are given as 'flight levels' only.

Example: 'Q) .../090/330/...' = from 'Lower' FL 090 up to 'Upper' FL 330

1.3.4.8.3 The 'Lower' limit shall be inferior or equal to the 'Upper' limit.

1.3.4.8.4 Whenever an airspace is affected (relevant scope: AE, E, AW and W) Lower and Upper limits shall be designated by the corresponding vertical values.

1.3.4.8.5 In the case of Navigation Warnings and Airspace Reservations, the values specified in 'Lower' and 'Upper' shall correspond to the values specified in Items F) and G). The values entered in the qualifier 'Lower' shall be rounded down to the nearest 100 ft increment and the values entered in the qualifier 'Upper' shall be rounded up to the nearest 100 ft increment.

Examples:

Lower/Upper 1350ft/2000ft	1400/2000	= 014/020
Lower/Upper 18000ft/35000ft	1800/2100	= 180/350
Lower/Upper GND/125ft	000/125	= 000/002

1.3.4.8.6 The addition of 'buffers' to these qualifiers, either manually or within system software, which increases the airspace to be considered for PIB purposes, shall be avoided.

1.3.4.8.7 When the values in F) and G) are expressed as 'flight levels' (FL), then the same FL values will be entered respectively as the 'Lower/Upper' values in Item Q).

1.3.4.8.8 When the values in F) and G) are expressed as an 'altitude' (AMSL), then the corresponding FL values (based on the standard atmosphere) will be entered as the 'Lower/Upper' values in Item Q).

Example: F) 2000FT AMSL G) 7500FT AMSL  
=> 'Lower/Upper' = '020/075'

1.3.4.8.9 When the values in F) and G) are expressed as a 'height' (AGL), and when the corresponding altitude can be calculated based on the terrain elevation of the affected area, then the corresponding FL values (based on the standard atmosphere and AMSL values) will be entered as the 'Lower/Upper' values in Item Q).

Example: F) 2000FT AMSL G) 7500FT AMSL  
=> 'Lower/Upper' = '020/075'

1.3.4.8.10 When the values in F) and G) are expressed as a 'height' (AGL), and when the corresponding altitude can be calculated based on the terrain elevation of the affected area, then the corresponding FL values (based on the standard atmosphere and AMSL values) will be entered as the 'Lower/Upper' values in Item Q).

Example: F) 2000FT AGL

G) 7500FT AGL

Lowest terrain elevation = 500FT AMSL

Upper terrain elevation = 1000FT AMSL

Lowest height = 500FT AMSL + 2000 FT AGL = 2500 FT

Upper height = 1000FT AMSL + 7500 FT AGL = 8500 FT

=> 'Lower/Upper' = '025/085'.

- 1.3.4.8.11 When the values in F) and G) are expressed as a 'height' (AGL), and no corresponding flight levels can be defined (i.e. the terrain elevation of the affected area is unknown to the Publishing NOF despite all possible action having been taken to obtain the data), then, the highest terrain elevation of the State, or the FIR, or the region concerned, shall be added to the value in Item G) for calculating the qualifier 'Upper' in Item Q) and the default value '000' shall be entered in the qualifier 'Lower' in Item Q).

Example: F) 2000FT AGL

G) 7500FT AGL

Highest terrain elevation = 9000 FT

Maximum height = 9000 FT + 7500 FT AGL = 16500 FT

=> 'Lower/Upper': 000/165.

- 1.3.4.8.12 In the case of Airspace Organization (NOTAM related to structure of ATS Routes, TMA, CTR, ATZ, etc.), the specified 'Lower/Upper' values shall correspond to the vertical limits of the airspace concerned. The use of default values 000/999 shall be avoided whenever possible.

Example:

Q) OPKR/QARLC/IV/NBO/E/000/240/

A) OPKC B) 1409260400 C) 1409281330

D) 26-28 SEP 2014 BTN 0400-1330

E) FOLLOWING ROUTE SEGMENTS OF INTERNATIONAL ATS ROUTES WITHIN KARACHI FIR WILL NOT BE AVBL AT OR BELOW FL240

INTERNATIONAL ATS ROUTE	ROUTE SEGMENT
A791	JIWANI-CAPE MONZE (KA)
G216	ALPOR-CAPE MONZE (KA)
N894	LATEM-TELEM

ALTERNATE ROUTE

JIWANI-PARET-MELOM-BEGIM-KARACHI

F) GND G) FL240

The upper limit of the OTOPENI CTR is FL020 as correctly reflected in the Q-line qualifier 'Upper'.

- 1.3.4.8.13 If the vertical limits of an Airspace organization are only partly affected, lower and upper limits shall be limited to the affected part only.

- 1.3.4.8.14 In the case of changes of vertical limits lower and upper limits shall cover the extended or not affected part.

- 1.3.4.8.15 In the case of En-route obstacles (e.g. TV masts) no Items F) and G) are included, but appropriate values shall be used in

Item Q), based on local elevation. Use of default value '000/999' shall be avoided.

- 1.3.4.8.16 If several (grouped) obstacles (in close proximity) are published with one NOTAM, the upper limit shall reflect the highest obstacle.

Example:

Q) OPKR/QOBCE/IV/M/AE/000/002/2530N06844E  
 A) OPKR B) 1412180000 C)150302359  
 E) RIG HGT 152FT (ONE HUNDRED AND FIFTY TWO FEET) WILL BE ERRECTED AT LOCATION LAT 253040.2818N LONG 684459.3299E. DAY/NIGHT MARKING PROVIDED)

- 1.3.4.8.17 Most aerodrome-related information, 'Scope' 'A', refers to ground installations for which the insertion of an Upper Limit is not relevant. Therefore, if specific height indications are not required, these NOTAM shall include the default values '000/999'

- 1.3.4.8.18 Whenever the aerodrome-related information also affects the overlying or surrounding airspace, the Lower/Upper Limits need to be specified; and the 'Scope' qualifier shall read 'AE' or 'AW'.

1.3.4.9 **QUALIFIER 'GEOGRAPHICAL REFERENCE':**

1.3.4.9.1 **GENERAL RULES:**

1.3.4.9.1.1 This qualifier allows the geographical association of a NOTAM to a facility, service or area that corresponds to the aerodrome or FIR(s) given in Item A), and is composed of two elements.

1.3.4.9.1.2 The first element contains one set of co-ordinates comprising 11 characters rounded up or down to the nearest minute; i.e. Latitude (N/S) in 5 characters; Longitude (E/W) in 6 characters.

1.3.4.9.1.3 The second element contains a radius of influence comprising 3 figures rounded up to the next higher whole Nautical Mile encompassing the total area of influence; e.g. 5.2NM shall be indicated as 006.

Example:

Q)OPKR/QRRCA/IV/BO/000/340/2511N0664  
 5E006

1.3.4.9.2 **QUALIFIER 'GEOGRAPHICAL REFERENCE'–CO-ORDINATES:**

1.3.4.9.2.1 For NOTAM with 'Scope' 'A' the Aerodrome Reference Point (ARP) co-ordinates shall be inserted.

1.3.4.9.2.2 For NOTAM with 'Scope' 'AE' or 'AW' the appropriate co-ordinates shall be inserted.



These co-ordinates may be different from the ARP.

- 1.3.4.9.2.3 E.g. a VOR situated at an aerodrome will not necessarily have the same co-ordinates as the ARP. The same applies for a Navigation Warning that affects the aerodrome traffic, at or in the close vicinity of an aerodrome, and whose co-ordinates may also be different from the ARP.
- 1.3.4.9.2.4 For NOTAM with 'Scope' 'E' or 'W' referring to a given/known point (Nav-aid, Reporting point, City, etc.) these co-ordinates shall be inserted.
- 1.3.4.9.2.5 If a NOTAM with 'Scope' 'E' or 'W' refers to an area (FIR, Country, Danger Area etc.), the co-ordinates represent the approximate centre of a circle whose radius encompasses the whole area of influence.
- 1.3.4.9.2.6 For NOTAM with 'Scope' 'E' or 'W' containing information that cannot be allocated a specific geographical position (e.g. VOLMET, Entry requirements, Communication failure, SRS publications etc.) the co-ordinates represent the approximate centre of a circle whose radius encompasses the whole area of influence (this may be the centre of an FIR or multiple FIR, e.g. for an entire State).
- 1.3.4.9.3 **QUALIFIER 'GEOGRAPHICAL REFERENCE' – RADIUS:**
- 1.3.4.9.3.1 Radius shall be used in a way that it encompasses the total area of influence of the NOTAM. The radius entered shall be as precise as possible. Use of an excessive radius indication (e.g. by entering the default '999' instead of the actual radius) causes unnecessary PIB coverage and shall be avoided.
- 1.3.4.9.3.2 Whenever a NOTAM relates to an entire FIR or FIR group (e.g. for a State with more than one FIR or for those FIRs encompassed by the indicator of an organization responsible for the provision of ANS in more than one State), then '999' shall be entered as the radius.
- 1.3.4.9.3.3 For certain specific NOTAM subjects, the radius should be standardized for the sake of uniformity and simplicity. A list of default radius per NOTAM Code is given in the following table.

**Table of Default Radius Indicators for NOTAM Creation**

NOTAM Code	Plain Language	Radius (NM)
Q - - - -	All Aerodrome-related NOTAM and Navigation Aids with 'Scope A' only. The default value shall also be used for 'Scope' 'AE'/'AW', but only if appropriate values cannot be defined.	005  005 if no appropriate value can be found
QN - - -	All Navigation Aids (VOR/DME, NDB ...) Except for Long Range Navigation Systems.	025
QOB - -	OBST	005
QOL - -	OBST LIGHT	005
QPH - -	Holding Procedure	025
QPX - -	Minimum Holding Altitude	025
QAP - -	Reporting Point	005
QAX - -	Intersection	005

**Note:** Full coverage of Nav-aid might be inserted instead of 025.

### 1.3.5 **ITEM "A" SINGLE LOCATION OF NOTAM:**

- 1.3.5.1 In the case of a single FIR, the Item A) entry must be identical to the 'FIR' qualifier entered in Item Q).
- 1.3.5.2 When an aerodrome indicator is given in Item A), it must be an aerodrome/heliport situated in the FIR entered in Item Q). This shall apply even when the aerodrome/heliport is situated within an overlying FIR of another State, e.g. NOTAM for OPRN shall have OPLR in Item Q).
- 1.3.5.3 If no 4-letter ICAO location indicator for an aerodrome/heliport exists, Item A) shall contain either the two ICAO nationality letters + XX (OPXX) or the single ICAO nationality letter + XXX (OXXX); with the full name of the aerodrome/heliport as the first element in Item E).
- 1.3.5.4 States shall take urgent steps to ensure that:
- 1.3.5.4.1 all aerodromes which may be the subject of international NOTAM have an ICAO location indicator
- 1.3.5.4.2 the same location indicator is not used for an aerodrome and an FIR;
- 1.3.5.4.3 all NOTAM published with XX in Item A shall be cancelled (NOTAMC) and published as NOTAMN as soon as possible after the new location indicator has been published and reached its effective date.
- Examples:** A) OPKR (ICAO location indicator for a single FIR)  
A) OPNH (ICAO location indicator for an Aerodrome)

### 1.3.6 **ITEM "A" MULTI LOCATION OF NOTAM (FIR OR AERORDROMES):**

- 1.3.6.1 If more than one AD is involved, separate NOTAM shall be issued.
- 1.3.6.2 If more than one FIR is concerned:

- 1.3.6.2.1 all FIR location indicators affected by the information shall be entered in Item A), each separated by a space;
- 1.3.6.2.2 the number of FIR in Item A) is restricted to 7 by the current ICAO NOTAM format (length of an AFTN line).
- 1.3.6.2.3 in the case of multiple FIR in Item A), each FIR should be mentioned and qualifier of the Item Q) contains the ICAO nationality letter(s) + XX (or XXX).  
Example: Multiple FIRs in one country:  
Item Q) OPXX  
Item A) OPKR OPLR
- 1.3.6.2.4 If referring to a navigation aid serving more than one AD or to a navigation warning affecting several AD, issue separate NOTAM for each AD.
- 1.3.6.2.5 NOTAM 'Scope' for navigation aid or navigation warning affecting more than one AD and ENR shall be 'AE' or 'AW' respectively for one AD and 'A' for the others (Refer to para 1.3.4.7.2 for details).

### 1.3.7 ITEM "B" START OF ACTIVITY:

- 1.3.7.1 Ten-figure date-time group giving year, month, day, hour and minutes at which the NOTAM comes in force.

Example: B) 1408011200 (1st of August 2014, 12:00 UTC)

- 1.3.7.2 Insertion of 'WIE' or 'WEF' is not permitted.
- 1.3.7.3 The start of a UTC day shall be indicated by '0000' (i.e. do not use '0001')
- 1.3.7.4 However, for NOTAMR and NOTAMC, the Item B) time shall correspond to the actual date/time of creation of that NOTAMR or NOTAMC. No future coming in force is permitted (paragraph 2.1.5 refers).

*Note: 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.*

- 1.3.7.5 Paragraph 1.3.8.5 refers for NOTAM advising changes to previously published operating or activity hours.

### 1.3.8 ITEM "C" END OF ACTIVITY:

- 1.3.8.1 For NOTAM of a known duration of validity, a ten-figure date-time group giving year, month, day, hour and minute at which the NOTAM ceases to be in force and becomes invalid.
- 1.3.8.2 This date and time shall be later than that given in Item B).  
Example: C) 1408022030
- 1.3.8.3 The end of a UTC day shall be indicated by '2359' (i.e. do not use '2400').
- 1.3.8.4 For NOTAM of uncertain duration of validity, the date-time group shall be followed by 'EST' (estimate).

Example: C) 0807031230 EST

- 1.3.8.5 Insertion of 'UFN' or 'APRX DUR' are not permitted.
- 1.3.8.6 For NOTAM containing information of permanent validity that will be incorporated in the AIP, the abbreviation 'PERM' is used instead of a date-time group.  
Example: C) PERM
- 1.3.8.7 Item C) shall not be included in a NOTAMC.

### 1.3.9 ITEM "D" DAY / TIME SCHEDULE:

- 1.3.9.1 This Item needs to be inserted only when the information contained in a NOTAM is relevant for users only at certain periods within the overall 'in force' period, i.e. between the dates and times given in Items B) and C). In these cases, Item D) will detail the actual periods of activation.
- 1.3.9.2 Standardized abbreviations and punctuation shall be used in Item D) having meanings as described in the following:

SYNTAX / ABBREVIATIONS	DESCRIPTION	REMARKS
---	Year	Not to be mentioned in item D)
JAN	January	Months in 3 figures
FEB	February	-do-
MAR	March	-do-
APR	April	-do-
MAY	May	-do-
JUN	June	-do-
JUL	July	-do-
AUG	August	-do-
SEP	September	-do-
OCT	October	-do-
NOV	November	-do-
DEC	December	-do-
xx	Dates e.g. 01, 02, 30, 31 etc.	Dates in 2 figures
MON	Monday	Days in 3 figures
TUE	Tuesday	-do-
WED	Wednesday	-do-
THU	Thursday	-do-
FRI	Friday	-do-
SAT	Saturday	-do-
SUN	Sunday	-do-
xxxx	Time e.g. 1030, 0900, 2359 etc.	Time in 4 figures
EXC	Except (for which NOTAM is inactive)	
HJ	From sunrise to sunset	Operation hours
HN	From sunset to sunrise	
H24	For whole day (24-Hours)	
Comma (,)	For separation of scheduled days, dates & time periods	Use of comma for enumeration is not allowed
Hyphen (-)	Means TO i.e. FROM-TO	
Blank ( )	Means AND except in last entry	Word AND be used before last entry
Oblique (/)	----	Not allowed in D)

- 1.3.9.3 The start of the first activity in Item D) shall always correspond to the Item B) date and time. This period shall always appear as the first entry in Item D).  
Example: D) 0700-1000  
 OR  
 D) DLY 0700-1000
- 1.3.9.4 If the NOTAM is issued during an activity period that is defined by days of the week and that will be repeated, then the first day given in Item D) may not equate literally to the date in Item B).
- 1.3.9.5 A time indication shall be inserted for each period of activity. When the activity covers a full day, H24 shall be inserted after the date(s)  
Example: B) 1403030000 C) 1403312359  
 D) EVERY MON H24  
 OR  
 B) 1402070000 C) 1402112359  
 D) 07 09 AND 11 H24
- 1.3.9.6 The end of the latest activity period notified in Item D) shall always correspond to the end of the validity of the NOTAM given in Item C)  
Example: B) 1406041900 C) 1406130600  
 D) WED 1900-FRI 0600
- 1.3.9.7 When the activity covers more than 24 hours, the following syntax is recommended:  
 (start date) (start time)-(end date) (end time)  
Example: D) 04 1900-06 0600 AND 11 1900-13 0600  
 OR  
 D) BTN 041900-060600 AND 111900-130600
- 1.3.9.8 When the activity covers less than 24 hours on particular days, the following syntax is recommended:  
 (date/day) (start time)-(end time)
- 1.3.9.9 When the activity is a succession of identical periods of less than 24 hours on consecutive days, the following syntax is recommended:  
 (start date)-(end date) (start time)-(end time)  
Example:  
 D) WED SAT 1000-1400 AND SUN-TUE 1500-1800  
 OR  
 D) JUN 08 10 1000-1600 1800-2000, 12-13 1200-1900
- 1.3.9.10 When entering a succession of activities that span midnight UTC, the following syntaxes are recommended:  
 a) (start date) (start time)-2359 (end date) 0000-(end time)  
 b) (start date) (start time)-(end time)  
Example: B) 1405052200 C) 1405060500  
 D) 05 2200-2359 06 0000-0500  
 OR  
 B) 1405052200 C) 1405060500  
 D) 05 2200-0500  
*Note that the end date is omitted from Item D) but it will appear in Item C).*
- 1.3.9.11 When the activity spans midnight UTC on successive days, the following syntaxes are recommended:  
 a)(start date first period) (start time)-2359, (start date next period(s))-(end

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

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

Example:

B) 1402041800 C) 1403150700

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

- 1.3.9.12 If all periods of activity start in the same month, it is not necessary to include the name of the month in Item D).
- 1.3.9.13 Item D) shall not exceed 200 characters. If it exceeds 200 characters, additional NOTAM shall be issued.
- 1.3.9.14 The maximum time period between 2 consecutive activity periods shall not exceed 7 days. If the time gap between consecutive activity periods is 8 days or more, additional NOTAM shall be issued.
- 1.3.9.15 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:

Operating hours of ATC are changed from **1000-2000** to 1200-1900:

B) YYMMDD**1000**

C) YYMMDD**2000**

E) OPERATION HOURS OF ATC CHANGED TO 1200-1900

1.3.9.16 **SPECIAL CASES:**

1.3.9.16.1 Sunrise (SR) and Sunset (SS): If the active time of a NOTAM corresponds to sunrise or sunset, the actual times of sunrise on the first day of validity and of sunset on the last day of validity should be inserted in Items B) and C) respectively.

Examples: B) 1405150446 C) 1405201633 D) HJ  
B) 1405151920 C) 1405200437 D) SS-SR

1.3.9.16.2 Processing of SR and SS Formats: Due to the daily variation of SR and SS times, it may not be possible to automatically interpret the special formats as actual times for PIB output. If this is the case, the NOTAM will be displayed in the PIB for the whole day concerned.

1.3.9.16.3 Legal or Public Holidays: The dates must be stated explicitly due to differences existing between States.

1.3.9.16.4 Long or Complicated Schedules: These should not be given in a structured Item D). Such schedules should be 'split' and separate NOTAM should be issued.

**1.3.10 ITEM "E" NOTAM TEXT:**

1.3.10.1 Item E) is free text in plain language and does not contain NOTAM Code.

1.3.10.2 In NOTAM intended for international distribution the plain language text shall

be in English. For the creation of the plain language text, the decoded standard expressions contained in the NSC shall preferably be used.

- 1.3.10.3 Item E) may contain ICAO abbreviations given in Doc 8400 and other abbreviations used for directions and units of measurements (e.g. N, SE, FT, GND, AMSL, NM, DEG etc.).
- 1.3.10.4 There shall be no blank between the value and the unit of measurement (e.g. 3000FT). But a reference datum shall be separated from the unit of measurement by a blank (e.g. 3000FT AMSL).
- 1.3.10.5 Non-common abbreviations shall not be used.
- 1.3.10.6 The NOTAM users' understanding shall always be considered, abbreviations creating confusion or query to user may not be used (e.g. use of 'CW' and 'CCW' for 'clockwise' and 'counter-clockwise' is likely to result in user confusion/query).
- 1.3.10.7 Item E) text should be kept as short and concise as possible and so compiled that its meaning is clear without the need to refer to another document. Publishing NOF should endeavor not to exceed 300 characters; whilst ensuring that all essential information needed for the safe conduct of flight is included.
- 1.3.10.8 Item E) text shall be related to one NOTAM subject only. (Except in case of a Trigger NOTAM).
- 1.3.10.9 Frequencies indicated in MHZ shall always display all seven characters e.g. 112.650MHZ. Frequencies indicated in KHZ display up to five characters. The '0' after the dot may be omitted e.g. 312KHZ, 310.5KHZ.
- 1.3.10.10 No other character (e.g. "/", "-"... ) shall be used.
- 1.3.10.11 Until ICAO guidance is issued, when there is a need to include an e-mail address in the Item E) text, the @ symbol shall be represented by the word 'at' within brackets i.e. (AT).
- 1.3.10.12 Item E) should be composed by the Publishing NOF in such a way that it will serve for direct Pre-flight Information Bulletin entry without requiring additional processing by the receiving Unit.
- 1.3.10.13 Unclear and/or incomplete NOTAM Text shall be avoided.
- 1.3.10.14 Following examples have been given for guidance:  
Examples:  
E) RWY NOT AVBL DUE PAF C-130 TECHNICAL ON THE RWY  
E) GLIDE SLOPE FREQ 332.000MHZ NOT AVBL DUE FLOOD WATER SEEPAGE  
E) RWY EDGE LIGHT UNSERVICEABLE DUE CABLE FAULT  
E) KARACHI ACC WEST MAIN FREQ 128.350MHZ AND SECONDARY FREQ 133.025MHZ AVBL

### 1.3.11 ITEM "F" LOWER LIMIT AND "G" UPPER LIMIT:

- 1.3.11.1 Lower and Upper limits shall be inserted in Items F) and G) only for Navigation Warnings ('QW') and for Airspace Reservations ('QR').
- 1.3.11.2 If entries are required then both Items F) and G) shall always be included.



- 1.3.11.3 Items F) and G) shall contain an altitude (Above Mean Sea Level – AMSL) or a height (Above Ground or Sea or Surface Level – AGL) expressed in meters or feet, or a Flight Level (always expressed in 3 digits). In addition, SFC (surface) and GND (ground) may be used in Item F) as well as UNL (unlimited) in Item G).
- 1.3.11.4 Reference datum (AGL or SFC or AMSL) and units of measurement (FT or M) shall be clearly indicated.
- 1.3.11.5 Only a single entry is permitted in each Item, i.e. G) 10000FT (3280M) AGL shall not be used.
- 1.3.11.6 There shall be no blank between the value and the unit of measurement (e.g. 3000FT). But a reference datum shall be separated from the unit of measurement by a blank (e.g. 3000FT AMSL).
- 1.3.11.7 Abbreviations FT or M shall be divided from AGL or AMSL by a blank character. No other character (e.g. "/", "-"... ) shall be used. Correct annotation is '3000FT AMSL' (i.e. '3000FT/AMSL' shall not be used).
- 1.3.11.8 Acceptable entries and formats are therefore as follows:

ITEM F)	ITEM G)
SFC	UNL
GND	UNL
GND / XXXXXFT AGL	XXXXXFT AGL
SFC / XXXXXFT AMSL	XXXXXFT AMSL
GND / XXXXXM AGL	XXXXXM AGL
SFC / XXXXXM AMSL	XXXXXM AMSL
FLXXX (see 1.3.11.9)	FLXXX (see 1.3.11.9)

- 1.3.11.9 The Item Q) default FL values 000 and 999 shall not be used in Items F) and G). The abbreviations GND or SFC shall be used in Item F) and UNL in Item G) instead.
- 1.3.11.10 The values in qualifiers 'Lower' and 'Upper' of the Item Q) must correspond to the flight levels or altitudes specified in Items F) and G). If Items F) and/or G) are expressed as a height, the values specified in the 'Lower' or 'Upper' qualifiers in Item Q) shall indicate the equivalent FL and may therefore require calculation.
- 1.3.11.11 Where an event is notified in a form such as 'ACTIVITY UP TO FL040, AFTER ATC APPROVAL UP TO FL080', the higher value (FL80) shall be used in Item G) and the 'Upper' qualifier in Item Q) shall read '080'.
- 1.3.11.12 Similarly, where the lower limit of activity is variable, the lowest limit shall be used in Items Q) and F).



## Chapter 2

### CREATION OF NOTAMR AND NOTAMC

#### 2.1 GENERAL PROCEDURES:

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

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

Example 1: A0124/14 NOTAMR A0106/14

Example 2: A0234/14 NOTAMC A4567/13

2.1.3 NOTAMR and NOTAMC deal with precisely the same subject as the NOTAM to be replaced or cancelled. Therefore the 2nd and 3rd letters of the NOTAM Code in Item Q) shall be the same as those in the NOTAM to be replaced or cancelled.

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

2.1.5 The date-time group in Item B) of a NOTAMR or NOTAMC shall be the actual date and time that this NOTAMR or NOTAMC is created i.e. NOTAMR and NOTAMC shall take effect immediately and no future start of coming in force is permitted. The replaced or cancelled NOTAM cease to be valid from the very moment their replacing NOTAMR or NOTAMC are issued. This is done to assure the correct processing in all systems no matter their design.

2.1.6 One of the following procedures shall be applied instead of issuing a NOTAMR or NOTAMC with Item B) in the future

2.1.7 If the condition described in a NOTAM to be replaced is to remain valid for a period before being changed, then a NOTAMR shall be issued for the period up to the intended date and time of the change provided the NOTAM to be replaced is in force at the time of replacement. This NOTAMR shall immediately replace the existing NOTAM and shall notify the same conditions but with a changed Item C). A NOTAMN detailing the intended change in condition shall then be issued with a future date and time in Item B).

2.1.8 If the NOTAM to be replaced is not in force at the time of replacement, 2.1.9 applies.

2.1.9 If the condition described in a NOTAM to be cancelled is to remain valid for a period before Item C) is reached, then a NOTAMR shall be issued with the new end time in Item C).

2.1.10 If the condition described in a NOTAM to be replaced is a postponement, a correction of Item B), an interruption or a temporary suspension (taking place immediately) of the present situation, then a NOTAMC shall be issued to immediately cancel the NOTAM. This shall be followed by a NOTAMN dealing with the new situation and a new Item B).

Example:

A NOTAM issued on September 5 regarding activation of anti aircraft range activation

(A0948/14 NOTAMN  
Q) OPKR/QRRCA/IV/BO/W/000/340/2511N06645E006  
A) OPKR B) 1409050200 C) 1409111830  
D) FM SEP 05-09 BTN 0200-1700  
FM SEP 10-11 BTN 0200-1830  
E) OP/R-122 (ANTI ACFT RANGE)ACT.  
F) SFC G) FL340)

On September 11 it is deactivated immediately and will be active again on September 12.  
NOTAM are issued as follows:

(A0996/14 NOTAMC A0948/14  
Q) OPKR/QRRCA/IV/BO/W/000/340/  
A) OPKR B) 1409110000  
E) NOTAM CANCELLED)

(A0997/14 NOTAMN  
Q) OPKR/QRRCA/IV/BO/W/000/260/2511N06645E006  
A) OPKR B) 1409120400 C) 1409121830  
D) FM SEP 12 BTN 0400-1830  
E) OP/R-122 ANTI ACFT RANGE)ACT.  
F) SFC G) FL260)

2.1.11 If the condition described in a NOTAM to be replaced is a temporary suspension or change of the present situation for a certain period in the future, then a NOTAMR shall be issued to immediately replace the NOTAM. This shall be followed by a NOTAMN dealing with the temporary change. NOTAMR to specify the dates/times of activation for the periods the situation is as in the replaced NOTAM and NOTAMN to cover dates/times dealing with the different situation.

2.1.12 No NOTAMN is issued in the case of a temporary 'back to normal' situation.

*Note: Depending on how well the situation is known, NOTAMR may deal only with the situation until the change occurs, followed by two NOTAMN. One to cover the period for the changed situation and one for the period afterwards*

2.1.13 Any NOTAM which includes an 'EST' shall be replaced by NOTAMR or cancelled by NOTAMC before the 'estimated' end date specified in Item C).

## 2.2 SPECIFIC PROCEDURES RELATED TO NOTAMR CREATION:

2.2.1 NOTAMR are Replacement NOTAM.

2.2.2 NOTAM which are to become invalid before their given End of Validity, or did not have a defined End of Validity (i.e. have 'EST' or 'PERM' in Item C) may be replaced, provided they are 'in force' at the time of replacement.

## 2.3 SPECIFIC PROCEDURES RELATED TO NOTAMC CREATION:

2.3.1 NOTAMC are Cancellation NOTAM.

2.3.2 NOTAM which are to become invalid before their given End of Validity, or did not have

a defined End of Validity (i.e. have 'EST' or 'PERM' in Item C) may be cancelled at any time.

2.3.3 NOTAMC shall be published whenever NOTAM are incorporated in an AIP AMDT.

2.3.4 NOTAMC Qualifier 'NOTAM Code' shall be as follows:

Subject: 2nd and 3rd letters shall be identical to the original NOTAM (ref para 2.1.3)

Condition: permitted 4th and 5th letters are as follows:

Q - - AK = RESUMED NORMAL OPS

Q - - AL = OPERATIVE SUBJECT PREVIOUS CONDITION

Q - - AO = OPERATIONAL

Q - - CC = COMPLETED

Q - - XX = OTHER (Plain Language – ref para 2.3.8)

2.3.5 NOTAMC Qualifiers 'Traffic', 'Purpose', 'Scope', 'Lower/Upper' and 'Coordinates/Radius' shall be identical to the cancelled NOTAM. Maintaining the original qualifiers allows additional use of NOTAMC for the preparation of 'Updates' to Pre-flight Information Bulletins

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

2.3.7 For all NOTAMC, the text of the decoded NOTAM Code shall be inserted in Item E) together with details of the NOTAM subject.

Example: NOTAM Code = QNVAK

Item E) = VOR DKB RESUMED NORMAL OPS.

2.3.8 In order to facilitate work in manual environments, NOTAMC, which are to be followed immediately by a NOTAMN (instead of using a NOTAMR), shall contain XX as 4th and 5th letters of the NOTAM Code and, at the end of the text in Item E), the remark: 'NEW NOTAM TO FOLLOW'.

Example: NOTAM Code = QMRXX

Item E) = RWY 07L/25R NEW NOTAM TO FOLLOW.

2.3.9 Cancellation of NOTAM solely on the basis of a Checklist is not allowed (ref para 1.2.13).

2.3.10 Once the immediate cancellation has been effected, the cancelling NOTAMC ceases to have validity.

## Chapter 3

### CHECKLISTS PRODUCTION

#### **3.1 GENERAL RULES:**

- 3.1.1 Checklists are issued as a NOTAM in the series that they refer to.
- 3.1.2 A separate Checklist shall be issued for each NOTAM Series.
- 3.1.3 The first Checklist in a new NOTAM series shall be issued as a NOTAMN.
- 3.1.4 Subsequent Checklists shall be issued as NOTAMR, replacing the previous Checklist with immediate effect. Consequently Item B) is the issuing time of the Checklist and supersedes the previous one immediately.
- 3.1.5 Item A) shall contain the FIR, or a list of all FIR, covered by the Checklist or the location indicator of the issuing non-governmental agency. Third and fourth letters 'XX' shall not be used.
- 3.1.6 Item C) shall contain the estimated (EST) end of validity, normally not more than one month after the Checklist is issued.
- 3.1.7 Checklists shall contain the numbers of the NOTAM incorporated in a normal AIP AMDT or AIP SUP until the time that these NOTAM are specifically cancelled by the publication of a NOTAMC.

#### **3.2 CHECKLIST QUALIFICATION – ITEM Q):**

- 3.2.1 Qualifier 'FIR' shall be either:
  - 3.2.1.1 the FIR indicator, or
  - 3.2.1.2 the country or non-governmental agency nationality letters followed by 'XX' if there is more than one FIR concerned, or
  - 3.2.1.3 the country or non-governmental agency nationality letters of the Publishing NOF followed by 'XX' if publishing for FIR in different countries.
- 3.2.2 Qualifier 'NOTAM Code' shall be the special dedicated code 'QK K K K K'.
- 3.2.3 Qualifiers 'Traffic', 'Purpose' and 'Scope' shall be given the artificial value 'K'.
- 3.2.4 Qualifiers 'Lower'/'Upper' shall be the default values '000/999'.
- 3.2.5 Qualifier 'Geographical Reference' shall always contain the geographical co-ordinates of the centre of the FIR(s) listed in Item A), followed by the default radius '999'.  
Example: Q) OPXX/QK K K K K/K/K/K/000/999
- 3.2.6 Qualifiers 'QK K K K K' (NOTAM Code) and 'K' ('Traffic', 'Purpose', 'Scope') are used to allow selective retrieval of the Checklist. This also prevents the Checklist from appearing in a Pre-flight Information Bulletin.

### 3.3 CHECKLIST FORMAT – ITEM E):

3.3.1 Item E) shall be divided into two sections.

3.3.2 First Section, identified by the keyword 'CHECKLIST'

3.3.2.1 This contains the list of the valid NOTAM numbers which have been promulgated in the same series as the Checklist, in a specific format.

3.3.2.2 The text in Item E) shall start with the word 'CHECKLIST'

3.3.2.3 The numbering of NOTAM is grouped by year (indicated by 4 digits) using the word 'YEAR' plus '=' sign, followed by the year of publication without blanks (e.g. YEAR=1999)

3.3.2.4 Each NOTAM number (always 4 digits) is separated by a blank with no other punctuation mark.

3.3.2.5 Each indicator of a different year shall start on a new line.

3.3.3 Second Section, identified by the keywords 'LATEST PUBLICATIONS'

3.3.3.1 This contains the list of the latest publications issued, in a format suitable for manual processing.

3.3.3.2 Additional possibilities to differentiate between IFR or VFR publications (volumes) can be stated, if so required:

Example:

(A0858/14 NOTAMR A0780/14

Q) OPXX/QK/K/K/K/000/999/

A) OPKR OPLR B) 1408010000 C) 1408312359 EST

E) CHECKLIST

YEAR=2011 0591 0711 0839 0906

YEAR=2012 0024 0951 0979 0980 0989 1067 1068

YEAR=2013 0076 0127 0311 0490 0656 0662 0699 0802 0917

0941 0999 1149 1267 1298 1315 1325

YEAR=2014 0082 0128 0129 0130 0131 0132 0139 0314 0346

0356 0435 0453 0463 0466 0527 0567 0577 0581

0582 0608 0630 0631 0639 0656 0690 0717 0721

0729 0730 0737 0749 0752 0754 0755 0757 0758

0759 0760 0761 0762 0763 0797 0798 0802 0803

0806 0816 0817 0818 0819 0820 0825 0827 0828

0829 0833 0834 0837 0840 0841 0842 0843 0844

0845 0846 0849 0851 0852 0854 0855

LATEST PUBLICATIONS

AIC 01/14 DATED 31<sup>ST</sup> JAN 2014.

AIP SUP S-10/14 DATED 10<sup>TH</sup> JUL 2014.)

*Note: Whenever the numbering of AIP AMDT takes place on a yearly basis, a reference to the year of publication will be added to the number.*

### 3.4 CHECKLIST ERRORS:

3.4.1 When the publication of the Checklist contains an error, the following procedures will apply.

3.4.2 Whenever a valid NOTAM number was omitted from the Checklist:

3.2.3.1 if the omitted NOTAM is in force, a NOTAMR shall be issued replacing the omitted NOTAM with the new number;

3.2.3.2 if the omitted NOTAM is not yet in force, a NOTAMC and NOTAMN shall be issued.

*Note: This procedure will allow consistency of the data in the database of all recipients, whatever the method of processing of Checklists.*

- 3.4.3 Whenever an invalid NOTAM number was erroneously inserted in the Checklist, a revised Checklist (NOTAMR replacing the erroneous Checklist) will be published without the invalid NOTAM number (no correct version).

## Chapter 4

### **PUBLICATION OF PERMANENT INFORMATION**

#### **4.1 PUBLICATION OF INFORMATION:**

4.1.1 Information can be distributed by means of:

- 4.1.1.1 NOTAM
- 4.1.1.2 AIP Amendment
- 4.1.1.3 AIP Supplement

4.1.2 Permanent information shall not be distributed by means of a NOTAM only. This information shall be incorporated in an AIP Amendment.

#### **4.2 PUBLICATION OF PERMANENT INFORMATION BY NOTAM:**

4.2.1 When the urgency of publication of an Amendment to the AIP is such that the 'normal' AIRAC or Non-AIRAC Amendment publication is considered to be unsuitable, the responsible NOF will issue a NOTAM 'PERM' according to the following rules.

4.2.2 Item Q) shall be completed according to the NOTAM Selection Criteria.

4.2.3 Item B) of the NOTAM shall contain the effective date of the change.

4.2.4 Item C) of the NOTAM shall contain the term 'PERM' to indicate that the change itself is of a permanent nature. Note that Item C) shall never include the expected publication date or the effective date of the Amendment.

4.2.5 Item E) shall contain the operational changes as for normal NOTAM. Special care shall be taken to assure that the phrasing is clear without AIP consultation. For the benefit of users specifically interested in NOTAM that will later be transferred to the AIP, a reference to the AIP is added at the end of Item E).

*Note: AIP references shall include AIP section/sub-section/paragraph numbers, not the page number(s) alone.*

4.2.6 In cases where a NOTAM is issued to correct a mistake in an AIP AMDT, Item E) shall remind of the operational content of the AMDT and not only of the mistake.

Example:

E) RWY 08/26 EXTENSION, AIRAC AIP AMDT 10/08 PART AD: EGNX 2-12 RWY 08 READ 1850M INSTEAD OF 1805M.

*Note: This allows users to be aware of the subject when reading the PIB and to refer to the AIP AMDT content only if necessary.*

#### **4.3 INCORPORATION OF NOTAM INFORMATION IN AIP AMENDMENT:**

4.3.1 Permanent information should be incorporated in AIP within 3 months after NOTAM publication. As re-issuing of NOTAM with the same contents is not permitted, the interim use of an AIP SUP should be considered.

- 4.3.2 When permanent (PERM) information has been published in a NOTAM, the NOTAM will require cancellation after an appropriate AIP Amendment has been issued to formally amend the AIP.

In this case, the NOF shall issue a NOTAMC which cancels the NOTAM 'PERM', 15 days after the effective date of the AIP Amendment that contains the 'PERM' information

*Note 1: 'Effective date' in this instance can be equal to an AIP Amendment publication date. This broadens the Annex 15 use of this expression which relates currently to AIRAC AIP Amendments only.*

*Note 2: It is assumed that the AIP Amendments will be available at all receiving units by the time the NOTAMC is sent.*

- 4.3.3 The NOTAMC shall contain in Item E) a reference to the AIP Amendment that incorporates the originally published NOTAM.

Example:

`INFORMATION INCORPORATED IN AIP AMDT 4/08 WEF 14 APR 2008

- 4.3.4 The numbers of the NOTAM incorporated in the AIP Amendment shall be published on the cover page of the AIP Amendment.

- 4.3.5 The date on which NOTAMC will be issued to cancel NOTAM incorporated in the AIP Amendment shall be published on the cover page of the AIP Amendment.

Example: 'NOTAM incorporated to this AMDT will be cancelled by NOTAMC

#### **4.4 INCORPORATION OF NOTAM INFORMATION IN AIP SUPPLEMENT:**

- 4.4.1 Publication of an AIP Supplement to replace and/or modify information in an existing NOTAM may occur at any time. A Trigger NOTAMN shall be published to refer to this AIP Supplement.

- 4.4.2 The previously published NOTAM containing the affected information shall be cancelled by a NOTAMC.



## Chapter 5

### TRIGGER NOTAM

#### 5.1 DEFINITIONS:

- 5.1.1 NOTAM used to announce the existence and subject contents of AIRAC AIP Amendments or AIP Supplements of operational significance are referred to as 'Trigger NOTAM'.
- 5.1.2 The text of Trigger NOTAM is included in Pre-flight Information Bulletins (PIB) to ensure that pilots and operators are advised or reminded that permanent changes of operational significance take effect from the given date or that details of temporary changes of operational significance are to be found in an AIP Supplement.

#### 5.2 GENERAL RULES:

- 5.2.1 AIRAC AIP Amendments and AIRAC AIP Supplements shall always be triggered by a NOTAM. Note that information concerning any circumstances listed in Annex 15, Appendix 4, Parts 1 and 2, shall be disseminated under the regulated 'AIRAC' system, either as an AIRAC AIP Amendment or as an AIRAC AIP Supplement.
- 5.2.2 The text in Item E) should not exceed 300 characters and must always start with the words "TRIGGER NOTAM" (followed only in the case of an AIP Amendment by the abbreviation PERM), a reference number of the published AIP Amendment or AIP Supplement concerned, the effective date and a brief description of its content. Effective time will be omitted in Item E) unless it differs from the default AIRAC effective time of 0000 UTC.
- 5.2.3 Trigger NOTAM must come in force on the effective date and time of the Amendment or Supplement they refer to. The Trigger NOTAM shall be issued as soon as possible, preferably at the publication date of the AIRAC AIP Amendment or the AIP Supplement.
- 5.2.4 Trigger NOTAM shall remain in force for 14 days.  
Example:  
A) 1402060000 (AIRAC effective date and time)  
B) 1402192359 (AIRAC effective date and time + 14 days)

#### 5.3 TRIGGER NOTAM RELATIVE TO AIRAC AIP AMENDMENT:

- 5.3.1 AIRAC Amendments represent permanent changes to the AIP on a predefined date.
- 5.3.2 Effective Date: AIRAC AIP Amendments become effective on the AIRAC cycle date. Item B) shall always contain the AIRAC effective date and time.

Example:  
(A0816/14 NOTAMN  
Q) OPKR/QPITT/I/BO/A/000/999/  
A) OPSK B) 1408210000 C) 1409032359

- E) TRIGGER NOTAM - PERM AIRAC AIP SUP S-10/14 EFFECTIVE FROM 21<sup>ST</sup> AUGUST, 2014. IMPLEMENTATION OF RNAV (GNSS) INSTR APCH PROC RWY 14/32 FOR SUKKUR / BEGUM NUSRAT BHUTTO AIRPORT.)

*Note that the term 'PERM' is inserted in Item E) to stress that Item C) contains an artificial end-date and that the information is of a permanent nature.*

#### **5.4 TRIGGER NOTAM RELATIVE TO AIP SUPPLEMENT(AIRAC & NON-AIRAC):**

- 5.4.1 Whilst current ICAO SARPs do not specify a requirement for Non-AIRAC AIP Supplements to be triggered, Publishing NOF shall trigger all Operationally Significant AIP SUP to ensure that all relevant elements of the integrated aeronautical information package are available for inclusion in PIB.
- 5.4.2 Effective Date: AIP Supplements become effective at the date and time stated in the Supplement. Information to be published under the AIRAC system does not always start on an AIRAC cycle date (e.g. major works, large air exercises etc. ...). Consequently, both the AIP Supplement and the Item B) of the Trigger NOTAM shall contain the effective date and time of the start of the information.
- 5.4.3 Triggering of AIRAC information in Non-AIRAC Supplements: Due to time constraints, AIP Supplements are sometimes published to promulgate information that should have been published as an AIRAC AIP Supplement. In such exceptional cases, the operational nature of the information shall prevail and a Trigger NOTAM shall be issued for this Non-AIRAC AIP Supplement. The 'Subject' and 'Condition' shall relate the information to at least the 'Purpose' 'BO', according to the NOTAM Selection Criteria.
- 5.4.4 Period of Validity: The general rule as stated in Para 5.2.4 will apply. However, if the information has a duration that is shorter than 14 days, Item C) shall reflect the date and time when the information published in the AIP Supplement will expire. If the information has a duration that is longer than 14 days, the period for which the SUP is in force shall be indicated in Item E).
- 5.4.5 Supplements requiring activation: Some (AIRAC) SUP require activation by NOTAM, such as: description of major works at aerodromes, establishment of large-scale military exercise areas or other related (AIRAC) SUP covering work progress or modifications.
- 5.4.5.1 These SUP usually cover long periods and are published with remarks such as: 'detailed dates and times of activation will be published by NOTAM', 'individual phases will be activated by NOTAM', 'operational limitations will be published by NOTAM'.
- 5.4.5.2 Such (AIRAC) SUP are triggered according to procedures for Trigger NOTAM.
- 5.4.5.3 If required, one or more additional activation NOTAM are issued according to NOTAM procedures for the periods the restrictions apply.

#### **5.5 NOTIFICATION OF CHANGES TO AIP SUP:**

- 5.5.1 Changes: Any change to an AIP Supplement and its associated Trigger NOTAM, shall be published by the Publishing NOF in a way that the information itself is always clear and without any ambiguities.
- 5.5.2 Normally, changes to an AIP Supplement (such as corrections) are announced by replacing the AIP Supplement in due time by another Supplement. The procedure

described in 5.5.6 shall be applied to announce the cancellation of the replaced SUP. The new SUP will be triggered according to the normal procedure.

- 5.5.3 The same procedure applies to Supplements of 'unknown' or 'estimated' duration or in the case of notifications of a postponed end date/time.
- 5.5.4 If time constraints do not allow a replacement by another SUP, the change is published by NOTAM. Refer to 5.5.5 for details
- 5.5.5 Notification of changes by NOTAM: Changes on short notice as well as temporary suspensions of a SUP are published by NOTAM. The Q-line is completed according to normal NOTAM rules. Item B) is the effective date of the Supplement or current date/time, Item C) the published end of validity of the SUP. If the change is only of temporary nature, Item C) is limited to the validity of the change. Apart from the change, Item E) contains a reference to the Supplement.

Example:

(1255/14 NOTAMN  
Q) OPXX/QOAXX///A/000/999/  
A) OPKR OPLR  
B) 1501080000 C) 1501222359  
E) NIL - AIRAC AIP SUPPLEMENT DATED 8<sup>TH</sup> JANUARY, 2015)

Note: Long-term changes issued by NOTAM shall be replaced by a SUP in due time.

- 5.5.6 Notification of an earlier end date or time: exceptionally, the original end date specified in the AIP SUP may be changed to an earlier date by NOTAM. If such earlier cancellations are known well in advance they are treated as changes to a SUP and the rules of paragraph 5.5.1 apply.
- 5.5.7 The cancellation of a SUP on short notice is always published by NOTAMN (ref 5.5.7.1). If necessary, in addition to the NOTAMN the associated Trigger NOTAM has to be cancelled or replaced (ref 5.5.7.2) and the validity of any other existing NOTAM referring to the SUP must be verified (ref 5.5.7.3).

- 5.5.7.1 A NOTAMN shall be issued according to NOTAM procedures to announce the cancellation of a SUP on short notice.

Item B) is the new expiring date/time of the SUP.

Item C) is the original end of validity of the SUP or the next AIP SUP checklist or printed plain-language list of valid NOTAM or AIP GEN 0.3 if it serves as checklist of SUP, whichever is the most suitable means.

- 5.5.7.2 If the Trigger NOTAM is still valid at the time the information about the early cancellation is received, the Trigger NOTAM is cancelled or replaced, depending on the new expiry date/time. The Trigger NOTAM is not affected by the cancellation of the SUP if the new expiry date is later than Item C) of the Trigger NOTAM.

Example: Original Trigger:

(A0034/14 NOTAMN  
Q) OPKR/QFATT/IV/BO/A/000/999/5739N01217E005  
A) OPKC B) 1404100600 C) 1404240600  
E) TRIGGER NOTAM - AIRAC AIP SUP 14/08 WEF 10 APR 2008 TIL 11 MAY 2014. USE OF AERODROME RESTRICTED DUE TO MAJOR CONSTRUCTION WORKS.)

New end of SUP: after 24 April 2014: Trigger not affected.  
 New end of SUP: before 24 April 2014: Trigger replaced or cancelled

Example: Notification about early cancellation received 15 APR 2014, SUP cancelled as of 22 APR 2014 2359.

Replacement:

(A0126/14 NOTAMR A0034/14

Q) OPKR/QFATT/IV/BO/A/000/999/5739N01217E005

A) OPKC B) 1404151828 C) 1404222359

E) TRIGGER NOTAM – AIRAC AIP SUP 14/08 WEF 10 APR 2008.

USE OF AERODROME RESTRICTED DUE TO MAJOR CONSTRUCTION

WORKS. AIP SUP VALID TIL 22 APR 2008.)

- 5.5.7.3 If the SUP is subject of a valid activation NOTAM or any other NOTAM referring to it (e.g. temporary suspensions, changes published by NOTAM), the validity of these NOTAM have to be verified. If necessary, these NOTAM are cancelled or replaced depending on the new expiry date and time. If an activation NOTAM or any other NOTAM referring to the SUP is not in force yet at the time the earlier end is known, the activation NOTAM is cancelled and a new one is published reflecting the new date/time.

## 5.6 “NIL” NOTIFICATION:

- 5.6.1 A NIL Notification to announce that an AIRAC AIP Amendment will not be published at the established interval or publication date, shall be distributed by Trigger NOTAM or by NOTAM checklist or by both (ICAO Annex 15 para 4.3.7, para 5.2.13.3, para 6.1.3 - Ref. [1]).
- 5.6.2 The distribution of a NIL Notification shall be done at least 42 days in advance of the AIRAC date (compliant with ICAO Annex 15 para 6.2.1 - Ref [1]).
- 5.6.3 If the use of a Trigger NOTAM for the distribution of a NIL notification is preferred, this NOTAM shall use:
- 5.6.3.1 NOTAM Code 2<sup>nd</sup> and 3<sup>rd</sup> letters ‘OA’
- 5.6.3.2 NOTAM Code 4th and 5th letters ‘TT’ to identify that it relates to information about the announcement of availability (in this case non-availability) of printed publication; and
- 5.6.3.3 Purpose ‘M’ to ensure that it will not be included in the pre-flight information bulletin unless specifically required; and
- 5.6.3.4 Scope ‘E’; and
- 5.6.3.5 Item B) shall contain the AIRAC effective date; and
- 5.6.3.6 Duration shall be 14 days like for the regular Trigger NOTAM.

*Note: The use of scope E for subject OA as well as purpose M for this type of message is an intentional deviation from the NSC for the benefit of PIB retrieval.*

Example:

(A1255/14 NOTAMN  
 Q) OPXX/QOAXX///A/000/999/  
 A) OPKR OPLR  
 B) 1501080000 C) 1501222359  
 E) NIL - AIRAC AIP SUPPLEMENT DATED 8<sup>TH</sup> JANUARY, 2015)

5.6.4 If the use of a NOTAM checklist for the announcement of a NIL notification is preferred, this notification shall be included into NOTAM checklist with following guidance:

5.6.4.1 be published at least 42 days before AIRAC effective date; and

5.6.4.2 The text will clearly identify which AIRAC effective dates are affected by the NIL notification

Example:

020001 OPKCYNYX  
 (A0094/15 NOTAMR A0001/15  
 Q) OPXX/QKXXX/K/K/K/000/999/  
 A) OPKR OPLR  
 B) 1502010000 C) 1502282359 EST  
 E) CHECKLIST  
 YEAR=2011 0591 0711 0906  
 YEAR=2012 0021 0951 0979 0980 0989 1067 1068  
 YEAR=2013 0076 0127 0311 0490 0656 0662 0917 0941 0999 1149  
 1267 1298 1325  
 YEAR=2014 0356 0435 0717 0721 0797 0803 0806 0818 0819 0821  
 0834 0867 0925 1016 1080 1082 1128 1150 1155 1158 1172 1187  
 1194 1214 1229 1246 1255 1257 1261 1264 1274 1277 1278 1279  
 1280 1281 1285 1290 1291 1293 1295 1296 1297 1298  
 YEAR=2015 0038 0043 0045 0046 0053 0061 0065 0070 0073 0074  
 0075 0076 0077 0080 0081 0082 0083 0084 0085 0086 0087 0088  
 0089 0091 0092

LATEST PUBLICATIONS

AIC-05/14 DATED: 02 DEC 14  
 AIP SUP S-13/14 DATED: 30 OCT 14  
 AIP SUP DATED: 08 JAN 15 - NIL  
 AIRAC SUP DATED: 08 JAN 15 - NIL

## Chapter 6

### NOTAM PROCESSING

#### 6.1 INTRODUCTION:

- 6.1.1 The current standard NOTAM format was introduced in ICAO Annex 15, 8th Edition promulgated on 14th of November 1991. All NOTAM should be produced in this format.
- 6.1.2 The purpose of this Chapter on NOTAM processing is to define and describe the principles and detailed procedures applied throughout these different phases.

#### 6.2 OBJECTIVE:

- 6.2.1 The goal of NOTAM processing, is to process all received NOTAM in accordance with the procedures laid down in Chapter 1 of this Manual on NOTAM creation, so as to allow their storage in automated systems in order to provide correct and harmonised PIB output for the benefit of the end user.
- 6.2.2 Processed NOTAM shall be distributed or made available to NPU Clients as soon as possible after receipt of the original NOTAM by the NOTAM Processing Unit.
- 6.2.3 NOTAM processing should result in a standardised level of service, regardless of which Unit was responsible for the processing.
- 6.2.4 In order to ensure the quality of the NOTAM and the consistency of the database, Quality review procedures shall be agreed between Client NOF and NOTAM Processing Unit.
- 6.2.5 It is essential that NOTAM Processing Units ensure that their Clients are made fully aware of the NOTAM processing procedures being applied.
- 6.2.6 This Chapter addresses NOTAM processing principles and procedures which support NOTAM storage, their consequent potential retransmission and the production of harmonised pre-flight information bulletin.

#### 6.3 GENERAL PRINCIPLES:

- 6.5.1 NOTAM Processing Unit shall be able to make the original version available in accordance with the requirements of its Clients.
- 6.5.2 The NOTAM Processing Unit shall keep track of any message (free text or 'correct version' NOTAM) which is related to the original NOTAM.
- 6.5.3 NOTAM processing functions are as follows:
- 6.5.3.1 **conversion** into the standard format;
  - 6.5.3.2 **triggering** of information of operational significance;
  - 6.5.3.3 **translation** into English (if other than English language)
  - 6.5.3.4 **syntax correction** of obvious detected mistakes in syntax;
  - 6.5.3.5 **data correction** of detected mistakes in data;
  - 6.5.3.6 **editing** text in order to clarify it;

6.5.4 A NOTAM Processing Unit shall perform all of the above listed functions.

#### 6.4 **PROCEDURE FOR ISSUANCE NOTAMS:**

- 6.3.1 The information or messages received from location or units regarding issuance of NOTAMS are first sorted out and carefully be handled in accordance with its importance.
- 6.3.2 The information then categorized in the series in accordance of para 1.3.1.
- 6.3.3 The NOTAMS of series 'A' and 'C' shall be issued on the authority of following officers:
- 6.3.3.1. Director Operations
  - 6.3.3.2. Director CNS
  - 6.3.3.3. Senior Additional / Additional Director ATS
  - 6.3.3.4. Senior Additional / Additional Director Com-Ops
  - 6.3.3.5. Senior Additional / Additional Director Telecom & Electronics
  - 6.3.3.6. Senior Additional / Additional Director Nav. Aids
  - 6.3.3.7. Senior Additional / Additional Director CNS (North)
  - 6.3.3.8. Senior Additional / Additional Director CNS (South)
  - 6.3.3.9. Senior Joint / Joint Director A.I.S
  - 6.3.3.10. All Airport Managers
  - 6.3.3.11. C.O.O, JIAP Karachi
  - 6.3.3.12. C.O.O, AllAP Lahore
  - 6.3.3.13. C.O.O, BBIAP Islamabad
  - 6.3.3.14. C.O.O, BKIAP Peshawar
- 6.3.4 The NOTAMS of "P" series are issued on the authority of Armed forces (i.e. Military / Air force / Navy Authorities).
- 6.3.5 NOTAM shall be prepared on ICAO format / template prescribed in Annex-15 available in AMHS CADAS-IMS Terminal.
- 6.3.6 The soft copy of all issued NOTAMS shall be up-loaded electronically over the website of CAA Pakistan. i.e. [www.caapakistan.com.pk](http://www.caapakistan.com.pk).
- 6.3.7 The hard copies of all issued NOTAMS shall be distributed as per distribution list in Appendix-B.
- 6.3.8 Separate lists for the estimated NOTAMS of A & C series shall be maintained for those NOTAMS which are going be expired on various dates of up-coming month.
- 6.3.9 The coordination / service message shall be issued to the concerned OPI at least 48 hours before the expiry of estimated NOTAM so that extension of validity / replacement / cancellation and action shall be made accordingly.

## Chapter 7

### SNOWTAM AND ASHTAM

#### 7.1 SNOWTAM:

- 7.1.1 A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area by means of a specific format.
- 7.1.2 During periods when deposits of snow, ice, slush or water associated with these conditions remain on the aerodrome pavements, information on such conditions should be disseminated to all to whom the information is of direct operational significance. Use of the ICAO Doc 8400 abbreviations (Ref [7]) and plain language is also permissible.
- 7.1.3 SNOWTAM shall be prepared in the ICAO format given in Appendix 2 of Annex-15 and Appendix A of Doc 8126.

**Note:** *Pakistan does not issue SNOWTAMs due to lack of instruments, measurement and other details required in SNOWTAM format. However, a NOTAM is issued for conditions described in para 7.1.2 and reason of snow, ice or slush etc is clearly described in item E) of that NOTAM.*

#### 7.2 ASHTAM:

- 7.2.1 A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations.

**Note:** *Pakistan does not have any volcano therefore ASHTAMs are not being issued.*



## Chapter 8

### **DATABASE COMPLETENESS AND COHERENCE MESSAGES**

#### **8.1 GENERAL PRINCIPLES:**

- 8.1.1 The maintenance of dynamic data is essential for the efficient operation of a NOTAM Processing Unit, a Publishing NOF or for an aeronautical database administrator. The application of 'query messages' is required to ensure the database completeness and coherence. Query messages based upon the use of AFTN (but not restricted to AFTN) are described in this Chapter. These were developed so as to permit automatic and manual processing of queries.
- 8.1.2 The basic requirements for messages destined for the maintenance of the dynamic data are:
- 8.1.2.1 request for one or more NOTAM;
  - 8.1.2.2 request for the original version of a NOTAM;
  - 8.1.2.3 request for an intermediate Checklist of valid NOTAM.
- 8.1.3 In order to facilitate automatic processing, the requests and the replies to the requests are identified by means of 3-letter identifiers.
- 8.1.3.1 Request for NOTAM: 'RQN'
  - 8.1.3.2 Request for 'original version' NOTAM: 'RQO'
  - 8.1.3.3 Request for an intermediate Checklist: 'RQL'
  - 8.1.3.4 Reply to these requests: 'RQR'
- 8.1.4 For the avoidance of network overload, the number of requested NOTAM in a single request message shall be limited in 'RQN' or in 'RQO'. It is recommended that the maximum is set to 100.
- 8.1.5 Request shall include the 4-letter indicator of the Publishing NOF or any other location indicator to which the numbering of the required NOTAM.
- 8.1.6 A reply message shall contain only one NOTAM (or several messages in case of a multi-part NOTAM), or a status text regarding the requested NOTAM, normally followed by the requested NOTAM.
- 8.1.7 Request shall refer to only one Publishing NOF.
- 8.1.8 If a request contains a syntax error, the recipient of the request will inform the originator that an error has been detected in the request message

#### **8.2 REQUEST FOR THE REPETITION OF NOTAM (RQN)**

##### **8.2.1 CODES AND SYMBOLS USED:**

- 8.2.1.1 Note that no brackets will be used when transmitting a 'Request NOTAM' message. The following codes and symbols are used in requests for repetition:

'RQN' is the designator for 'Request NOTAM'.



#### 8.2.1.4 REQUEST OF SEVERAL NOTAM WITH DISCONTINUOUS NUMBERING:

Example 4: French NOF requests from German NOF the Russian Federation NOTAM A0400/08, A0410/08 and NOTAM between A0420/08 and A0425/08.

**Request:** ZCZC  
GG EDDZYNYX  
281530 LFFAYNYX  
RQN UUUU A0400/08 A0410/08 A0420/08-  
A0425/08

**Reply:** ZCZC  
GG LFFAYNYX  
281540 EDDZYNYX  
RQR UUUU A0400/08  
(A0400/08 NOTAMN  
Q) .../.../.... etc.)

**Note:** The full Reply consists of 8 messages containing one NOTAM each.

### 8.3 REQUEST FOR THE ORIGINAL NOTAM (RQO):

#### 8.3.1 GENERAL SPECIFICATION:

- 8.3.1.1 A NOTAM Processing Unit will normally transmit only the processed version of NOTAM to its clients. Whenever a NPU client needs the original version of a NOTAM, it can be obtained by sending a 'Request for Original NOTAM' message (RQO) to the NOTAM Processing Unit.
- 8.3.1.2 RQO is only to be used in data exchange between NPU Client and NOTAM Processing Unit.
- 8.3.1.3 A reply message shall contain the 'status line': 'ORIGINAL NOTAM', followed by a single NOTAM.
- 8.3.1.4 The reply message of an original NOTAM shall always include the original origin line (DTG + Publishing NOF address).

#### 8.3.2 CODES AND SYMBOLS USED:

8.3.2.1 The following Codes and Symbols are used in requests for the original version:

'RQO'	is the designator for 'Request Original NOTAM'
'LFFA'	4-letter indicator of the Publishing NOF or other location indicator to which the numbering of the NOTAM refers.
'A0123/00'	NOTAM Series Identifier and NOTAM Number
' - '	(hyphen) is used to indicate 'TO' or 'FROM-TO'.
' ' ' '	(blank) is interpreted as 'AND'.
'RQR'	is the designator for the reply.

### 8.3.2.2 EXAMPLE OF THE REQUEST FOR ORIGINAL NOTAM:

Example 5: French NOF requests from German NOF the Original NOTAM KJFK A0553/08.

**Request:** ZCZC  
GG EDDZYNYX  
160900 LFFAYNYX  
RQO KJFK A0553/08

**Reply:** ZCZC ..  
GG LFFAYNYX  
160910 EDDZYNYX  
RQR KJFK A0553/08  
ORIGINAL NOTAM  
052255 KDZZNAXX  
(A0553/08 NOTAMN  
A) KJFK B) WIE C) UFN  
E) ...etc.

## 8.4 CONTENT OF THE REPLY MESSAGES (RQR):

### 8.4.1 GENERAL SPECIFICATION:

- 8.4.1.1 A Reply message to RQN and RQO contains only one NOTAM (or one part of a Multi-part NOTAM).
- 8.4.1.2 A single 'RQN' or 'RQO' request for multiple NOTAM shall result in multiple reply messages unless the requested NOTAM are not available for a reply (exception refers).
- 8.4.1.3 In reply to a RQN, if the NOTAM queried has been processed by the NPU, the reply message shall contain the location indicator of the NPU as the originator instead of the code of the Publishing NOF.
- 8.4.1.4 In reply to a RQO, the status line with the status expression 'ORIGINAL NOTAM' shall precede the original NOTAM. No additional information about the current status/validity of this NOTAM shall be provided.
- 8.4.1.5 If the queried NOTAM is no longer valid or not available, this status will be communicated through the reply as follows:
- 8.4.1.15.1 if the NOTAM is no longer valid, a 'Status line' will precede the transmission of the requested NOTAM.
- 8.4.1.15.2 if the NOTAM is not available, only a relevant 'Status line' will be transmitted.
- 8.4.1.6 Only one 'Status line' shall be included in the reply and it shall contain only one status expression.
- 8.4.1.7 In order to limit the number of RQR messages in reply to a RQN for more than one NOTAM and when these NOTAM are not available in the NPU's database, the RQR shall contain all NOTAM numbers concerned by the same reply: 'NOTAM REQUESTED' or 'NOTAM NO LONGER IN DATABASE' or 'NOTAM NOT ISSUED'.
- 8.4.1.8 For example, instead of 99 RQR messages with 'NOTAM NOT ISSUED', only one RQR shall be sent Database should allow repetition of no longer valid NOTAM for a period of 3 months.

- 8.4.1.9 NOTAM Processing Unit shall provide their NPU Clients with a list of the available NOTAM series for each Publishing NOF. This list shall contain the 4-letter indicators that uniquely identify the Publishing NOF or any other Location indicator to which the numbering of the NOTAM in the series refers to.

#### 8.4.2 STANDARD EXPRESSIONS IN REPLY MESSAGES:

- 8.4.2.1 The following mandatory statements shall be mentioned in the reply when appropriate:

'NOTAM EXPIRED'	Item C time was reached
'NOTAM REQUESTED'	The NOTAM Processing Unit has requested the requested NOTAM but not yet received it.
'NOTAM CANCELLED BY A1324/08'	NOTAM was cancelled by a NOTAMC
'NOTAM DELETED'	NOTAM was deleted by the NOTAM Processing Unit. Reasons for deletion might be for example that the NOTAM was omitted from Checklist, deleted by printed publication, or other information received from publishing NOF.
'NOTAM NO LONGER IN DATABASE'	NOTAM was either expired, replaced, cancelled or deleted since more than 3 months
'NOTAM NOT ISSUED'	The Publishing NOF has not issued the requested NOTAM
'NOTAM REPLACED BY C3042/08'	NOTAM was replaced by a NOTAMR
'ORIGINAL NOTAM'	Original version of the NOTAM
'NO VALID NOTAM IN DATABASE'	for reply on a RQL if no valid NOTAM is available.

#### 8.4.2.2 EXAMPLES FOR STATUS OF NOTAM:

Example 9: The requested Egyptian NOTAM A0400/08 is expired.

**Reply:**  
 ZCZC  
 GG LFFAYNYX  
 281600 LIIAYNYX  
 RQR HECA A0400/08  
 NOTAM EXPIRED  
 (A0400/08 NOTAMN  
 Q) .../.../... etc.)

Example 10: The requested Senegal NOTAM A0213/08 was not received at the NOTAM Processing Unit.

**Reply:** If a gap in the NOTAM numbers is detected :  
  
 ZCZC ...  
 GG EDDZYNYX

091430 LFFAYNYX  
RQR GOOO A0213/08  
NOTAM REQUESTED

or if the NOTAM number is greater than the last one received :

ZCZC  
GG EDDZYNXX  
091430 LFFAYNYX  
RQR GOOO A0213/08  
NOTAM NOT ISSUED

or if the NOTAM was cancelled, replaced or deleted

ZCZC  
GG EDDZYNXX  
091430 LFFAYNYX  
RQR GOOO A0213/08  
NOTAM CANCELLED BY A0222/08 or  
NOTAM REPLACED BY A0233/08 or  
NOTAM DELETED

Example 11: The requested Tahiti NOTAM A0021/08 was cancelled.

**Reply:** ZCZC  
GG LIIAYNYX  
301235 LFFAYNYX  
RQR NTAA A0021/08  
NOTAM CANCELLED BY A0023/08  
(A0021/08 NOTAMR A0017/08  
Q) .../.../.../ etc

Example 12: The requested Cuban NOTAM A1577/08 was not issued.

**Reply:** ZCZC  
GG EDDZYNXX  
110925 LEANYNYX  
RQR MUHA A1577/08  
NOTAM NOT ISSUED

Example 13: The requested Korean NOTAM A0449/08 was replaced.

**Reply:** ZCZC  
GG LFFAYNYX  
282055 LIIAYNYX  
RQR RKRR A0449/08  
NOTAM REPLACED BY A0452/08  
(A0449/08 NOTAMN  
Q. / . .../.../ etc.)

**Note:** The importance of transmitting the requested NOTAM is emphasised, even when it is already cancelled, replaced or deleted. Otherwise, there might be inconsistencies in the database, as NOTAM could not be removed then, (NOTAM A0017/08 in Example 8).

*In the exceptional case that a cancelled, replaced or deleted NOTAM was not received the RQR shall contain the status line only.*

Example 14: The requested (RQO) United States NOTAM A0092/08 is an Original NOTAM.

Reply: ZCZC ...  
 GG LIIAYNYX  
 031755 EDDZYNYX  
 RQR KJFK A0092/08  
 ORIGINAL NOTAM  
 010025 KDZZNAXX  
 (A0092/08 NOTAMN  
 A) KJFK B) ...C) ... etc.)

## 8.5 REQUEST FOR A LIST OF VALID NOTAM (RQL):

### 8.5.1 GENERAL SPECIFICATION:

- 8.5.1.1 The 'List of valid NOTAM' is a free text message. Contrary to the regular checklist, this intermediate checklist is not a NOTAM itself, as it does not receive a number of the series it refers to.
- 8.5.1.2 Note that the last regular checklist is a valid NOTAM and therefore, its number shall appear in the RQL.
- 8.5.1.3 Multiple series of the same Publishing NOF may be requested in one message.
- 8.5.1.4 A reply message shall contain the checklist of only one NOTAM Series.
- 8.5.1.5 A request for multiple NOTAM series shall result in multiple reply messages each containing one series checklist.
- 8.5.1.6 The reply message is identified by the unique 4-letter indicator and the NOTAM series identifier. The 'List of valid NOTAM' according to the NOTAM Processing Unit database content is provided in a way similar to the structure of Item E of a regular NOTAM checklist, without the latest publication part.
- 8.5.1.7 Whenever the regularly published NOTAM checklist is requested, the Client should use the RQN procedure, clearly indicating both NOTAM series and number.

### 8.5.2 CODES AND SYMBOL USED:

- 8.5.2.1 The following Codes and Symbols are used in requests for a list of valid NOTAM:
- |        |   |
|--------|---|
| 'RQL'  | is the designator for 'request list'.   |
| 'LFFA' | 4-letter indicator of the Publishing NOF or other location indicator to which the numbering of the NOTAM refers to. |
| 'A'    | NOTAM Series Identifier   |
| ' '    | (blank) is interpreted as 'AND'.  |
| 'RQR'  | is the designator for the reply.  |

### 8.5.3 EXAMPLES OF THE REQUEST FOR A LIST OF VALID NOTAM:

#### 8.5.3.1 REQUEST OF A SINGLE NOTAM SERIES:

Example 15: French NOF requests from Italian NOF the list of valid Cypriot NOTAM in series Alpha:

**Request:** ZCZC  
GG LIIAYNYX  
281040 LFFAYNYX  
RQL LCNC A

**Reply:** ZCZC  
GG LFFAYNYX  
281055 LIIAYNYX  
RQR LCNC A  
YEAR=2007 0322 0452  
YEAR=2008 0001 0006 0010 0015 0016  
0021 0035 0039

or

**Reply:** ZCZC.  
GG LFFAYNYX  
281055 LIIAYNYX  
RQR LCNC A  
NO VALID NOTAM IN DATABAS

Example 16: French NOF requests from Italian NOF the list of valid Guyana NOTAM in series Alpha, but last Checklist A0011/08 is the only valid NOTAM.

**Request:** ZCZC  
GG LIIAYNYX  
281040 LFFAYNYX  
RQL SYCJ A

**Reply:** ZCZC  
GG LFFAYNYX  
281055 LIIAYNYX  
RQR SYCJ A  
YEAR=2008 0011

#### 8.5.3.2 REQUEST OF MULTIPLE NOTAM SERIES:

Example 17: Italian NOF requests from German NOF the list of valid NOTAM from the United Kingdom in series Bravo and Golf:

**Request:** ZCZC  
GG EDDZYNYX  
310840 LIIAYNYX  
RQL EGGN B G

**Reply:** ZCZC.  
GG LIIAYNYX  
310850 EDDZYNYX  
RQR EGGN B  
YEAR=2007 1678 1789  
YEAR=2008 0012 0022 0056 0057 0058  
0123 0124 0125

**Note:** The full Reply consists of 2 Messages containing one NOTAM Series in each.



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## Chapter 9

### **PRE-FLIGHT INFORMATION BULLETINS (PIBs)**

#### **9.1 PRE-FLIGHT INFORMATION:**

9.1.1. At any aerodrome normally used for international air operations, aeronautical information essential for the safety, regularity and efficiency of air navigation and relative to the route stages originating at the aerodrome shall be made available to flight operations personnel, including airlines, aircrafts handling agencies, flight crews and other services / offices responsible for Pre-flight information.

#### **9.2 PRE-FLIGHT INFORMATION BULLETINS (PIB):**

9.2.1. A recapitulation of current NOTAMs and other information of urgent nature shall be made available to airlines, aircrafts handling agencies, flight crews and other services / offices in the form of plain-language Pre-Flight Bulletins (PIBs) or NOF Bulletins.

#### **9.3 PIB FORMAT:**

9.3.1. A PIB (report) should be structured into the following sequence:

- 9.3.1.1. PIB Header (Identification of International NOTAM office issuing PIB)
- 9.3.1.2. PIB / NOF Bulletin Number;
- 9.3.1.3. Date of Issue
- 9.3.1.4. Aerodrome information
- 9.3.1.5. En-route information
- 9.3.1.6. Navigational warnings

#### **9.4 PROCEDURES FOR PIB:**

##### **9.4.1. RECEIVING INTERNATIONAL NOTAMS:**

NOTAMs of other countries shall be received on AMHS CADAS User terminal (AFTN ADDRESS: OPKCYNYA).

##### **9.4.2. SORTING / ANALYSING OF NOTAMS:**

- 9.4.1.1. The item 'A' and the series of a received NOTAMs must be enlisted.
- 9.4.1.2. The item 'C' of a received NOTAMs shall be more than the minimum flying time of any flight to reach to the location (mentioned in item 'A').
- 9.4.1.3. Priority shall be given to the NOTAMs of neighboring countries.

##### **9.4.3. PREPARATION OF NOF / PIB:**

- 9.4.3.1. PIB / NOF Bulletin shall be prepared on the pre-format stored in CADAS User Terminal (AFTN Address: OPKCYNYA).
- 9.4.3.2. A NOF Bulletin / PIB should be comprised of 1 to 8 entries.
- 9.4.3.3. Length of bulletin should be 60 to 70 lines.

**9.4.4. TRANSMISSION OF NOF / PIB:**

- 9.4.4.1. In the Normal conditions a Bulletin shall be transmitted from CADAS User Terminal (AFTN Address: OPKCYNYA).
- 9.4.4.2. In case of un-serviceability of the terminal 'OPKCYNYA', bulletin shall be transmitted from CADAS User terminal 'OPKCZPZX'.
- 9.4.4.3. A bulletin shall be transmitted to a Group Address 'OPKCNBOX'.

**9.4.5. DISTRIBUTION / RECORD OF BULLETINS:**

- 9.4.5.1. A bulletin shall be distributed to concern locations all over Pakistan where AMHS is installed as per para 9.4.4.3 via AFTN / AMHS.
- 9.4.5.2. Hard copies of bulletins are retained into different folders of airlines, aircraft handling agencies and other concerning offices.
- 9.4.5.3. A bulletin shall be entered in the respective files of the NOF BULLETIN folder, available in the NOTAM WEB Terminal.

## Chapter 10

### **FUTURE PLANS – IMPLEMENTATION OF AIM**

#### **10.1 INTRODUCTION :**

10.1.1. The *Global Air Navigation Plan* (Doc 9750) was developed as a strategic document to guide the implementation of CNS/ATM systems with respect to the *Global Air Traffic Management Operational Concept* (Doc 9854) and the Strategic Objectives of ICAO. The *Global Air Navigation Plan* (Doc 9750) for the future development of aeronautical information contains guidance on air navigation system improvements necessary to support a uniform transition to air traffic management (ATM) system. The changes foreseen are such that this development is being referred to as the transition from aeronautical information services (AIS) to aeronautical information management (AIM).

10.1.2. The initiative was taken to drive the continuing improvement of aeronautical information services in terms of quality, timeliness and the identification of new services and products to better serve aeronautical users. It sets a baseline for establishing strategies and other initiatives to advance the AIM objectives globally and should place the future AIM in a position to better serve airspace users and ATM in terms of their information management requirements.

10.1.3. The expectations are that the transition to AIM will not require many changes in terms of the scope of aeronautical information to be distributed. The major change will be the introduction of new products and services and an increased emphasis on better data distribution in terms of quality and timeliness in order to meet user requirements and contribute to improved safety, increased efficiency and greater cost-effectiveness of the air navigation system.

#### **10.2 AERONAUTICAL INFORMATION MANAGEMENT (AIM):**

10.2.1. The dynamic, integrated management of aeronautical information services — safely, economically and efficiently — through the provision and exchange of quality-assured digital aeronautical data in collaboration with all parties is called Aeronautical Information Management.

#### **10.3 INFORMATION MANAGEMENT (IM):**

10.3.1. The processes defined to ensure the collection, utilization and transmission of quality data that are tailored to the needs of each component of the air traffic management (ATM) system.

#### **10.4 OBJECTIVE FOR TRANSITION OF AIS TO AIM:**

10.4.1. The objective for global aeronautical information is as follows:

*“That ICAO, when developing ATM requirements, define corresponding requirements for safe and efficient global aeronautical information management that would support a digital, real-time, accredited and secure aeronautical information environment.”*

- 10.4.2. Present and future navigation systems and other air traffic management systems are data-dependent. All require access to global, broad-based aeronautical information of a considerably higher quality and in a more timely manner than is generally available today. The provision of aeronautical information is a core element of air navigation services.
- 10.4.3. To satisfy new requirements arising from the Global Air Traffic Management Operational Concept, aeronautical information services (AIS) must transition to a broader concept of aeronautical information management (AIM), with a different method of information provision and management given its data-centric nature as opposed to the product-centric nature of AIS. Roles and responsibilities may need to be adapted as the transition progresses.

## 10.5 FUTURE CHANGES:

### 10.5.1. USERS:

The provision of aeronautical information today is mainly focused on the requirements of pre-flight briefing. The provision of aeronautical information tomorrow will address the requirements of all components of the ATM system shown below for all phases of flight:

- 10.5.1.1. Airspace Organization and Management (AOM)
- 10.5.1.2. Aerodrome Operations (AO)
- 10.5.1.3. Demand and Capacity Balancing (DCB)
- 10.5.1.4. Traffic Synchronization (TS)
- 10.5.1.5. Conflict Management (CM)
- 10.5.1.6. Airspace User Operations (AUO)
- 10.5.1.7. ATM Service Delivery Management (SDM)

### 10.5.2. DATA:

- 10.5.2.1. The shift from standardizing products to standardizing data will enable more freedom in the definition of future products while maintaining a high degree of quality, integrity and coherency of the information contained in these new products.
- 10.5.2.2. The biggest change in the transition to AIM will be the increased use of computer technology in the management of information, with an increased emphasis on the digital form of data that will drive all processes for the management of information.
- 10.5.2.3. Both graphical and text products will be based on the same underlying, standard definition of georeferenced atomic data. This will enable the definition of new services where the same information will be made available in the decision support tools for all ATM components.
- 10.5.2.4. The current Standard in Annex 15 — *Aeronautical Information Services* is centered on products and does not provide specifications required for digital data exchange. A central element in the transition to AIM will be the precise standardization of atomic data elements in terms of field names, field types and field definitions.
- 10.5.2.5. By using this approach, the definition of the data products is decoupled from the definition of the end-products. The end-user applications, which make use of the information transferred in the form of data sets, do not rely exclusively on the structure and format of the messages but are free to transform the

data and combine it with other data to construct the final view appropriate for the end-user.

### **10.5.3. PRODUCTS:**

- 10.5.3.1. Pre-flight information bulletins are often loaded with information not relevant to the flight because of the limited filtering capabilities that the current NOTAM format has. Pre-flight bulletins are often also difficult to read and interpret because of the lack of graphical capabilities of the current NOTAM format. New products combining textual and graphical information will need to be specified.
- 10.5.3.2. Electronic chart displays are becoming easier and cheaper to install in the cockpit and their functionality is increasing. It is likely that they will progressively complement some paper charts and will replace others, which will require updated Standards and symbols for electronic display capabilities.
- 10.5.3.3. The future capabilities of transferring digital data between the air and the ground will be used for providing new products such as in-flight information bulletins by uploading aeronautical and meteorological information directly aboard aircraft during all phases of flight.
- 10.5.3.4. The AIM concept requires that all aeronautical information, including that currently held in aeronautical information publications (AIPs), be stored as individual standardized data sets to be accessed by user applications. The distribution of these data sets will define the new services provided by the future AIM. This will constitute the future integrated aeronautical information package that will contain the minimum regulatory requirement to ensure the flow of information necessary for the safety, regularity and efficiency of international air navigation.

## **10.6 GUIDING PRINCIPLES FOR TRANSITION TO AIM:**

The transition from AIS to AIM is undertaken to achieve the steps identified in the roadmap must be specified and conducted in accordance with the following eight guiding principles:

- 10.6.1. To comply with the process for amendments to the Annexes to the Convention on International Civil Aviation;
- 10.6.2. To support or facilitate the generation and distribution of aeronautical information which serves to improve the safe and cost-effective accessibility of air traffic services in the world;
- 10.6.3. To provide a foundation for measuring performance and outcomes linked to the distribution of quality assured aeronautical information and a better understanding of the determinants of ATM, safety and effectiveness not related to the distribution of the information;
- 10.6.4. To assist States in making informed choices about their aeronautical information services and the future of AIM;
- 10.6.5. To build upon developments in States, international organizations and industry and acknowledge that the transition to AIM is a natural evolution rather than a revolution;
- 10.6.6. To provide over-arching and mature Standards that apply to a wide range of aeronautical information products, services and technologies;

- 10.6.7. To be guided by the *Global Air Navigation Plan* (Doc 9750) and ensure that all development is aimed at achieving the ATM system envisaged in the *Global Air Traffic Management Operational Concept* (Doc 9854); and
- 10.6.8. To ensure, to the greatest extent possible, that solutions are internationally harmonized and integrated and do not unnecessarily impose multiple equipment carriage requirements for aircraft or multiple systems on the ground.

## 10.7 DIGITAL NOTAM:

One of the most innovative data products that will be based on the Standard for an aeronautical data exchange model will be a digital NOTAM that will provide dynamic aeronautical information to all stakeholders with an accurate and up-to-date common representation of the aeronautical environment in which flights are operated. The digital NOTAM will be defined as:

*“A data set that contains information included in a NOTAM in a structured format that can be fully interpreted by a computer system for accurate and reliable updates of the aeronautical environment representation both for automated information equipment and for aviation personnel.”*

## 10.8 FEATURES OF DIGITAL NOTAM:

Digital NOTAM will have following features:

### 10.9.1. DATA QUALITY:

Information provided as Digital NOTAM is suitable for automatic checks, which should ensure improved coherence and correctness of NOTAMs.

### 10.9.2. GEOGRAPHICAL REPRESENTATION:

Digital Aeronautical Information can be easily visualized on GIS platforms, enabling visual checks by human operators and eliminating the risk of mistyped or missing data

### 10.9.3. DIGITAL SERVICES:

The ultimate goal is a fully graphical, continuous briefing process including:

- 10.9.3.1. Flight Planning
- 10.9.3.2. Pre-Flight Briefing
- 10.9.3.3. In-Flight Updates
- 10.9.3.4. Post-Flight De-Briefing

**Note:** *The same information package will be available on the ground and in the air, continuously updated.*

### 10.9.4. ENHANCED PIBs:

Digital NOTAM allows applying critical human factors aspects in the design of the PIB:

- 10.9.4.1. Prioritize critical information;
- 10.9.4.2. Organize information by item concerned (runway, gate, etc.);
- 10.9.4.3. Embed graphics where appropriate (“a picture is a thousand words”);
- 10.9.4.4. Filter out irrelevant information, which can represent more than 50% of the current bulletins;
- 10.9.4.5. Reduce the risk of information overload, which is a growing problem because of the significant increase in the number of NOTAM in force world-wide.

**10.9.5. FULLY COMPUTER READABLE:**

The characteristics of a digital NOTAM which is fully computer readable include:

- 10.9.5.1. Geo-referenced - the information can be automatically plotted on a chart;
- 10.9.5.2. Temporal - the effective time can be computer interpreted;
- 10.9.5.3. Linked to static data - the change is cross-referenced to the baseline information;
- 10.9.5.4. Transformable – the information can be converted into any graphical or textual output, including the existing ICAO NOTAM format;
- 10.9.5.5. Query Enabled - a computer system can use complex queries to select temporary and last minute updates of interest based on user-specified criteria;
- 10.9.5.6. Electronically distributable – the information can be directly transmitted and incorporated into other computer systems without manual intervention.



# APPENDICES

APPENDIX – “A”

THE NOTAM CODE — DECODE

SECOND AND THIRD LETTERS

Code Signification      Uniform abbreviated phraseology

**AGA - Lighting facilities (L)**

LA	Approach lighting system ( <i>specify runway and type</i> ) als
LB	Aerodrome beacon abn
LC	Runway centre line lights ( <i>specify runway</i> ) rcll
LD	Landing direction indicator lights ldi lgt
LE	Runway edge lights ( <i>specify runway</i> ) redl
LF	Sequenced flashing lights ( <i>specify runway</i> ) sequenced flg lgt
LG	Pilot-controlled lighting pcl
LH	High intensity runway lights ( <i>specify runway</i> ) high intst rwy lgt
LI	Runway end identifier lights ( <i>specify runway</i> ) rwy end id lgt
LJ	Runway alignment indicator lights ( <i>specify runway</i> ) rai lgt
LK	Category II components of approach lighting system ( <i>specify runway</i> ) cat II components als
LL	Low intensity runway lights ( <i>specify runway</i> ) low intst rwy lgt
LM	Medium intensity runway lights ( <i>specify runway</i> ) medium intst rwy lgt
LP	Precision approach path indicator ( <i>specify runway</i> ) papi
LR	All landing area lighting facilities ldg area lgt fac
LS	Stopway lights ( <i>specify runway</i> ) stwl
LT	Threshold lights ( <i>specify runway</i> ) thr lgt
LU	Helicopter approach path indicator hapi
LV	Visual approach slope indicator system ( <i>specify type and runway</i> ) vasis
LW	Heliport lighting heliport lgt
LX	Taxiway centre line lights ( <i>specify taxiway</i> ) twy cl lgt
LY	Taxiway edge lights ( <i>specify taxiway</i> ) twy edge lgt
LZ	Runway touchdown zone lights ( <i>specify runway</i> ) rtzl

**AGA - Movement and landing area (M)**

MA	Movement area mov area
MB	Bearing strength ( <i>specify part of landing area or movement area</i> ) bearing strength
MC	Clearway ( <i>specify runway</i> ) cwyl
MD	Declared distances ( <i>specify runway</i> ) declared dist
MG	Taxiing guidance system tgs
MH	Runway arresting gear ( <i>specify runway</i> ) rag
MK	Parking area prkg area
MM	Daylight markings ( <i>specify threshold, centre line, etc.</i> ) day markings
MN	Apron apron
MO	Stopbar ( <i>specify taxiway</i> ) stopbar
MP	Aircraft stands ( <i>specify</i> ) acft stand
MR	Runway ( <i>specify runway</i> ) rwy
MS	Stopway ( <i>specify runway</i> ) swy
MT	Threshold ( <i>specify runway</i> ) thr
MU	Runway turning bay ( <i>specify runway</i> ) rwy turning bay
MW	Strip/shoulder ( <i>specify runway</i> ) strip/shoulder
MX	Taxiway(s) ( <i>specify</i> ) twy
MY	Rapid exit taxiway ( <i>specify</i> ) rapid exit twy

**AGA - Facilities and services (F)**

FA	Aerodrome ad
FB	Friction measuring device ( <i>specify type</i> ) friction measuring device
FC	Ceiling measurement equipment ceiling measurement eqpt
FD	Docking system ( <i>specify AGNIS, BOLDS, etc.</i> ) dckg system
FE	Oxygen ( <i>specify type</i> ) oxygen
FF	Firefighting and rescue fire and rescue
FG	Ground movement control gnd mov ctl
FH	Helicopter alighting area/platform hel alighting area
FI	Aircraft de-icing ( <i>specify</i> ) acft de-ice
FJ	Oils ( <i>specify type</i> ) oil
FL	Landing direction indicator ldi
FM	Meteorological service ( <i>specify type</i> ) met
FO	Fog dispersal system fg dispersal
FP	Heliport heliport
FS	Snow removal equipment sn removal eqpt
FT	Transmissometer ( <i>specify runway and, where applicable, designator(s) of transmissometer(s)</i> ) transmissometer
FU	Fuel availability fuel avbl
FW	Wind direction indicator wdi
FZ	Customs/immigration cust/immigration

**ATM - Airspace organization (A)**

AA	Minimum altitude ( <i>specify en-route/crossing/safe</i> ) mnm alt
AC	Control zone ctr
AD	Air defence identification zone adiz
AE	Control area cta
AF	Flight information region fir
AH	Upper control area uta
AL	Minimum usable flight level mnm usable fl
AN	Area navigation route rnav rte
AO	Oceanic control area oca
AP	Reporting point ( <i>specify name or coded designator</i> ) rep
AR	ATS route ( <i>specify</i> ) ats rte
AT	Terminal control area tma
AU	Upper flight information region uir
AV	Upper advisory area uda
AX	Significant point sig
AZ	Aerodrome traffic zone atz

**ATM - Air traffic and VOLMET services (S)**

SA	Automatic terminal information service atis
SB	ATS reporting office aro
SC	Area control centre acc
SE	Flight information service fis
SF	Aerodrome flight information service afis
SL	Flow control centre flow ctl centre
SO	Oceanic area control centre oac
SP	Approach control service app
SS	Flight service station fss
ST	Aerodrome control tower twr
SU	Upper area control centre uac
SV	VOLMET broadcast volmet
SY	Upper advisory service ( <i>specify</i> ) upper advisory ser

**ATM - Air traffic procedures (P)**

PA	Standard instrument arrival ( <i>specify route designator</i> ) star
PB	Standard VFR arrival std vfr arr
PC	Contingency procedures contingency proc
PD	Standard instrument departure ( <i>specify route designator</i> ) sid
PE	Standard VFR departure std vfr dep
PF	Flow control procedure flow ctl proc
PH	Holding procedure hldg proc
PIL	Instrument approach procedure ( <i>specify type and runway</i> ) instr apch proc
PK	VFR approach procedure vfr apch proc
PL	Flight plan processing, filing and related contingency fpl
PM	Aerodrome operating minima ( <i>specify procedure and amended minimum</i> ) opr minima
PN	Noise operating restrictions noise opr restrictions
PO	Obstacle clearance altitude and height ( <i>specify procedure</i> ) oca och
PR	Radio failure procedure rdo failure proc
PT	Transition altitude or transition level ( <i>specify</i> ) ta/trl
PU	Missed approach procedure ( <i>specify runway</i> ) missed apch proc
PX	Minimum holding altitude ( <i>specify fix</i> ) mnm hldg alt
PZ	ADIZ procedure adiz proc

**CNS - Communications and surveillance facilities (C)**

CA	Air/ground facility ( <i>specify service and frequency</i> ) a/g fac
CB	Automatic dependent surveillance — broadcast ( <i>details</i> ) ads-b
CC	Automatic dependent surveillance — contract ( <i>details</i> ) ads-c
CD	Controller-pilot data link communications ( <i>details</i> ) cpdlc
CE	En-route surveillance radar rsr
CG	Ground controlled approach system gca
CL	Selective calling system selcal
CM	Surface movement radar smr
CP	Precision approach radar ( <i>specify runway</i> ) par
CR	Surveillance radar element of precision approach radar system ( <i>specify wavelength</i> ) sre
CS	Secondary surveillance radar ssr
CT	Terminal area surveillance radar tar

**CNS - Instrument and microwave landing systems (I)**

IC	Instrument landing system ( <i>specify runway</i> ) ils
ID	DME associated with ILS ils dme
IG	Glide path (ILS) ( <i>specify runway</i> ) ils gp
II	Inner marker (ILS) ( <i>specify runway</i> ) ils im
IL	Localizer (ILS) ( <i>specify runway</i> ) ils llz
IM	Middle marker (ILS) ( <i>specify runway</i> ) ils mm
IN	Localizer ( <i>not associated with ILS</i> ) llz
IO	Outer marker (ILS) ( <i>specify runway</i> ) ils om
IS	ILS Category I ( <i>specify runway</i> ) ils cat I
IT	ILS Category II ( <i>specify runway</i> ) ils cat II
IU	ILS Category III ( <i>specify runway</i> ) ils cat III
IW	Microwave landing system ( <i>specify runway</i> ) mls
IX	Locator, outer (ILS) ( <i>specify runway</i> ) ils lo
IY	Locator, middle (ILS) ( <i>specify runway</i> ) ils lm

**CNS - GNSS services (G)**

GA	GNSS airfield-specific operations ( <i>specify operation</i> ) gnss airfield
GW	GNSS area-wide operations ( <i>specify operation</i> ) gnss area

**CNS - Terminal and en-route navigation facilities (N)**

NA	All radio navigation facilities (except . . .) all rdo nav fac
NB	Non-directional radio beacon ndb
NC	DECCA decca
ND	Distance measuring equipment dme
NF	Fan marker fan mkr
NL	Locator ( <i>specify identification</i> ) 1
NM	VOR/DME vor/dme
NN	TACAN tacan
NO	OMEGA omega
NT	VORTAC vortac
NV	VOR vor
NX	Direction-finding station ( <i>specify type and frequency</i> ) df

**Navigation Warnings - Airspace restrictions (R)**

RA	Airspace reservation ( <i>specify</i> ) airspace reservation
RD	Danger area ( <i>specify</i> ) . . d . .
RM	Military operating area moa
RO	Overflying of . . . ( <i>specify</i> ) overflying
RP	Prohibited area ( <i>specify</i> ) . . p . .
RR	Restricted area . . r . .
RT	Temporary restricted area ( <i>specify area</i> ) tempo restricted area

**Navigation Warnings - Warnings (W)**

WA	Air display air display
WB	Aerobatics aerobatics
WC	Captive balloon or kite captive balloon/kite
WD	Demolition of explosives demolition of explosives
WE	Exercises ( <i>specify</i> ) exer
WF	Air refuelling air refuelling
WG	Glider flying gld fly
WH	Blasting blasting
WJ	Banner/target towing banner/target towing
WL	Ascent of free balloon ascent of free balloon
WM	Missile, gun or rocket firing missile/gun/rocket/frng
WP	Parachute jumping exercise, paragliding or hang gliding pje/ paragliding/hang gliding
WR	Radioactive materials or toxic chemicals ( <i>specify</i> ) radioactive materials/ Toxic chemicals
WS	Burning or blowing gas burning/blowing gas
WT	Mass movement of aircraft mass mov of acft
WU	Unmanned aircraft ua
WV	Formation flight formation flt
WW	Significant volcanic activity significant volcanic act
WY	Aerial survey aerial survey
WZ	Model flying model fly

**Other Information (O)**

OA	Aeronautical information service ais
OB	Obstacle ( <i>specify details</i> ) obst
OE	Aircraft entry requirements acft entry rqmnts
OL	Obstacle lights on . . . ( <i>specify</i> ) obst lgt
OR	Rescue coordination centre rcc

## FOURTH AND FIFTH LETTERS

### Code Signification

### Uniform abbreviated phraseology

#### Availability (A)

AC	Withdrawn for maintenance withdrawn maint
AD	Available for daylight operation avbl day ops
AF	Flight checked and found reliable fltck okay
AG	Operating but ground checked only, awaiting flight check opr but gnd ck only, awaiting fltck
AH	Hours of service are now . . . ( <i>specify</i> ) hr ser
AK	Resumed normal operation okay
AL	Operative ( <i>or reoperative</i> ) subject to previously published limitations/ Conditions opr subj previous cond
AM	Military operations only mil ops only
AN	Available for night operation avbl ngt ops
AO	Operational opr
AP	Available, prior permission required avbl, ppr
AR	Available on request avbl o/r
AS	Unserviceable u/s
AU	Not available ( <i>specify reason if appropriate</i> ) not avbl
AW	Completely withdrawn withdrawn
AX	Previously promulgated shutdown has been cancelled promulgated shutdown cnl

#### Changes (C)

CA	Activated act
CC	Completed cmpl
CD	Deactivated deactivated
CE	Erected erected
CF	Operating frequency(ies) changed to opr freq changed to
CG	Downgraded to downgraded to
CH	Changed changed
CI	Identification or radio call sign changed to ident/rdo call sign changed to
CL	Realigned realigned
CM	Displaced displaced
CN	Cancelled cnl
CO	Operating opr
CP	Operating on reduced power opr reduced pwr
CR	Temporarily replaced by tempo rplcd by
CS	Installed instl
CT	On test, do not use on test, do not use

#### Hazard Conditions (H)

HA	Braking action is . . . 1) Poor 2) Medium/Poor 3) Medium 4) Medium/Good 5) Good ba is...
HB	Friction coefficient is . . . ( <i>specify friction measuring device used</i> ) friction coefficient is
HC	Covered by compacted snow to a depth of cov compacted sn depth
HD	Covered by dry snow to a depth of cov dry sn depth
HE	Covered by water to a depth of cov water depth
HF	Totally free of snow and ice free of sn and ice
HG	Grass cutting in progress grass cutting inpr
HH	Hazard due to ( <i>specify</i> ) hazard due

HI	Covered by ice cov ice
HJ	Launch planned . . . (specify balloon flight identification or project code name, launch site, planned period of launch(es) — date/time, expected climb direction, estimated time to pass 18 000 m (60 000 ft), or reaching cruise level if at or below 18 000 m (60 000 ft), together with estimated location) launch plan
HK	Bird migration in progress (specify direction) bird migration inpr
HL	Snow clearance completed sn clr cmpl
HM	Marked by marked by
HN	Covered by wet snow or slush to a depth of cov wet sn/slush depth
HO	Obscured by snow obscured by sn
HP	Snow clearance in progress sn clr inpr
HQ	Operation cancelled . . . (specify balloon flight identification or project code name) opr cnl
HR	Standing water standing water
HS	Sanding in progress sanding inpr
HT	Approach according to signal area only apch according signal
HU	Launch in progress . . . (specify balloon flight identification or project code name, launch site, date/time of launch(es), estimated time passing 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location, estimated date/time of termination of the flight and planned location of ground contact, when applicable) launch inpr
HV	Work completed work cmpl
HW	Work in progress wip
HX	Concentration of birds bird concentration
HY	Snow banks exist (specify height) sn banks hgt
HZ	Covered by frozen ruts and ridges cov frozen ruts and ridges

**Limitations (L)**

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

**Other (XX)**

XX	Plain language
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APPENDIX – “B”

NOTAM DISTRIBUTION LIST

NOTAM DISTRIBUTION “A” SERIES (INTERNATIONAL)

Group AFTN Address: NOTAMAXA

8-LETTER ADDRESS	COUNTRY / LOCATION
CWAOICOX	Montreal, Canada ICAO Headquarters
CYZZNMEO	Canada
DTZZNAOP	Tunisia
EDDFYFYX	Frankfurt
EDZZNGOP	Germany
EDZZNLOP	Germany
EFZZNDOP	Finland
EGZZNOPK	United Kingdom (UK)
EHZZNTXX	Netherland
ENGMYNXX	Oslo
ENZZNEXX	Norway
EPZZNAOP	Poland
ESZZNAOP	Sweden
EUECYIYN	Europe
EVRAYNYX	Latvia
EYVNYNYX	Lithuania
FAJSYNYX	O. R. Tambo Int'l, South Africa
FSSSYNYX	Seychelles
HAAAYAYX	Addis Ababa, Ethiopia
HAZZNAXX	Ethiopia
HCMMYNYX	Mogadishu, Somalia
HEZZNEXX	Egypt
HKJKYNYX	Nairobi, Kenya
HLZZNLNL	Libyan Arab Jamahiriya
HTZZNKKK	United Republic of Tanzania
KCNFYNYX	United States NOTAM System, Washington
KDZZNAXX	United States
LBZZNAKK	Bulgaria
LCZZNCXX	Cyprus
LEZZNAOP	Spain
LFZZNMOP	France
LGZZNAXX	Greece
LHBPYNYX	Budapest, Hungary
LIZZNBOP	Italy
LKZZNAOP	Czech Republic
LOZZNAXX	Austria
LOZZNWEA	Austria
LPPTTAPY	Lisboa, Portugal
LRZZNBNB	Romania
LSZZNAOP	Switzerland
LTZZNAOP	Turkey
LUKKYNYX	Chisinau Int'l, Republic of Moldova
LYZZNRXX	Montenegro
LZZZNAOP	Slovakia
NZZZNQOP	Newzealand
OAKBYNYX	Kabul, Afghanistan
OBZZNAXX	Bahrain



OEZZNAXX	Saudi Arabia
OIZZNCXX	Islamic Republic of Iran
OJZZNJXX	Jordan
OKNOYNYX	Kuwait
OLZZNBXX	Lebanon
OMZZNBXX	United Arab Emirates (UAE)
OOSAZTZX	Salalah Tower, Oman
OOZZNANX	Oman
OOZZNDNX	Oman
OPFAYFYX	Faisalabad, Pakistan
OPGDYFYX	Gawadar, Pakistan
OPHQZXAS	ATS HQCAA, Pakistan
OPHQZXCX	Com-Ops HQCAA, Pakistan
OPHQZXEL	Electronics & Telecom, Pakistan
OPKCIUOX	IOU Unit JIAP Karachi, Pakistan
OPKCPIAV	Pakistan Int'l Airlines Karachi, Pakistan
OPKCSVAO	Saudia Airlines Karachi, Pakistan
OPKCYNYA	Int'l NOTAM Office Karachi, Pakistan
OPKCYOYX	AIS Karachi, Pakistan
OPKCZPZX	Pre-Flight Karachi, Pakistan
OPKCZRZA	ACC Karachi, Pakistan
OPKDYFYX	Hyderabad, Pakistan
OPLAYFYX	Lahore, Pakistan
OPLAZPZX	Pre-Flight Lahore, Pakistan
OPMRYFYX	PAF Base Masroor, Pakistan
OPMTYFYX	Multan, Pakistan
OPPSYFYX	Peshawar, Pakistan
OPQTYFYX	Quetta, Pakistan
OPRNYFYX	Rawalpindi / Islamabad, Pakistan
OPSTYDYX	Sialkot, Pakistan
OPTUYDYX	Turbat, Pakistan
ORZZNAXX	Iraq
OSZZNBAX	Syrian Arab Republic
OYZZNDXX	Yemen
RCZZNMXX	China
RJZZNEXX	Japan
RKZZNKXX	Republic of Korea
RPKNYNYX	Philippines
RPZZNANX	Philippines
UAAKYNXX	Kazakhstan
UBBUYNYX	Azerbaijan
UKKRYNYX	Ukraine
UTTAYNYX	Tajikstan
UZZNINX	Russian Federation
VABBRATH	Mumbai, India
VAZZNAOP	India (VA-Area)
VCBIALKO	Colombo International, Sri Lanka
VCCCYNYX	Ratmalana Colombo, Sri Lanka
VEZZNAXX	India (VE-Area)
VGZZNAXX	Bangladesh
VHZZNMXX	Hong Kong
VIDPYNXR	Delhi, India
VIZZNAOP	India (VI-Area)
VMMCYNXX	Macao, China
VNKTYNYN	Katmandu, Nepal
VOTVYTYN	Thruvannant, India
VOZZNAXX	India (VO-Area)
VTBBICOX	Bangkok, Thailand
VTZZNAAX	Thailand



VVZZNAXX	Vietnam
VYZZNBXX	Myanmar
WBSBYOYX	Brunei Darussalam
WMASYFYX	Malaysia
WMZZNAXX	Malaysia
WRRRYNYX	Indonesia
WSZZNAXX	Singapore
YBZZNDQX	Australia
ZBZZNEXX	China
ZSSSOIXX	Shanghai Int'l China

**NOTAM DISTRIBUTION "C" SERIES (DOMESTIC)**

**Group AFTN Address: NOTAMCXC**

<b>8-LETTER ADDRESS</b>	<b>COUNTRY / LOCATION</b>
EDDFYFYJ	Frankfurt, Germany
KDZZNAXX	United States
OPBNZTZX	Bannu Tower, Pakistan
OPBWZTZX	Bhawalpur Tower, Pakistan
OPCHZTZX	Cherat Approach, Pakistan
OPDBZTZX	Dalbandin Tower, Pakistan
OPDGZTZX	Dera Ghazi Khan Tower, Pakistan
OPDIZTZX	Dera Ismail Khan Tower, Pakistan
OPFAZTZX	Faisalabad Tower, Pakistan
OPGDZTZX	Gawadar Tower, Pakistan
OPGTZTZX	Gilgit Tower, Pakistan
OPHQYAYC	Director Flight Calibration HQCAA, Pakistan
OPHQYAYR	Principal Director (Regulatory), HQCAA, Pakistan
OPHQZXAS	Senior Additional Director ATS HQCAA, Pakistan
OPHQZXCM	Senior Additional Director Com-Ops HQCAA, Pakistan
OPHQZXEL	Senior Additional Director Telecom & Electronics HQCAA, Pakistan
OPJAYDYX	Airport Manager CAA Jacobabad Airport, Pakistan
OPJAZTZX	Jacobabad Tower, Pakistan
OPJIZTZX	Jiwani Tower, Pakistan
OPKCIUOX	IOU Office Karachi, Pakistan
OPKCPJAV	Pakistan Int'l Airlines (PIA) Karachi, Pakistan
OPKCSCOX	Station Communication Officer JIAP Karachi, Pakistan
OPKCSVAO	Saudia Airlines Karachi, Pakistan
OPKCYFGT	AMHS General Terminal, Pakistan
OPKCYNYA	AMHS NOTAM Terminal, Pakistan
OPKCYOYX	AIS Karachi, Pakistan
OPKCZPZX	Pre-Flight Karachi, Pakistan
OPKCZRZA	ACC Karachi, Pakistan
OPKDZTZX	Hyderabad Tower, Pakistan
OPKHZTZX	Khuzdar Tower, Pakistan
OPLAPIAW	Pakistan Int'l Airlines Lahore, Pakistan
OPLAYTYX	Chief Technical Officer Lahore, Pakistan
OPLAZIXX	Flight Information Centre Lahore, Pakistan
OPLAZPZX	Pre-Flight Lahore, Pakistan
OPLAZTZX	Control Tower Lahore, Pakistan
OPLHZTZX	Control Tower Walton, Pakistan
OPMFZTZX	Muzaffarabad Tower, Pakistan
OPMJZTZX	Moenjodaro Tower, Pakistan
OPMRYXYX	PAF Base Masroor, Pakistan
OPMTYTYX	Chief Technical Officer Multan, Pakistan
OPMTZRZX	Multan Approach, Pakistan
OPNHZTZX	Nawabshah Tower, Pakistan
OPORZTZX	Ormara Tower, Pakistan
OPPCZTZX	Parachinar Tower, Pakistan
OPPGZTZX	Panjgur Tower, Pakistan
OPPIZTZX	Pasni Tower, Pakistan
OPPSYDYX	Airport Manager CAA Peshawar, Pakistan
OPPSYTYX	Chief Technical Officer Peshawar, Pakistan
OPPSZTZX	Control Tower Peshawar, Pakistan
OPQTYDYX	Airport Manager CAA Quetta, Pakistan
OPQTYFYX	Communication Centre Quetta, Pakistan
OPQTYTYX	Chief Technical Officer Quetta, Pakistan
OPQTZTZX	Control Tower Quetta, Pakistan

## NOTAM DISTRIBUTION "P" SERIES (PAF)

Group AFTN Address: OPKCPAFP

8-LETTER ADDRESS	COUNTRY / LOCATION
OPHQZXAS	Senior Additional Director ATS HQCAA, Pakistan
OPKCPIAX	Pakistan Int'l Airlines Karachi, Pakistan
OPKCSVAO	Saudia Airlines Karachi, Pakistan
OPKCYNYA	AMHS NOTAM Karachi, Pakistan
OPKCYOYX	AIS Karachi, Pakistan
OPKCZIZX	Flight Information Centre (FIC) Karachi, Pakistan
OPKCZPZX	Pre-Flight Karachi, Pakistan
OPKCZTZX	Control Tower Karachi, Pakistan
OPKRZRZA	ACC Karachi, Pakistan