

# NOTAM DATA QUALITY REQUIREMENTS FOR AERODROME OPERATORS



# **NOTAM Data Quality Requirements for Aerodrome Operators**

**C-MAN0276**

**Version 4**

**Effective 27 October 2021**

Prepared: Air Traffic Management Information Specialist

Endorsed: AIS Business Manager - Pierre Kemmers

Approved: Aeronautical Information Services (AIS) - Alistair John Hooke

## Change summary

Version	Date	Change description
4	27 October 2021	No change bars applied due to extent of changes

## Table of contents

<b>1</b>	<b>Purpose</b> .....	<b>4</b>
<b>2</b>	<b>NOTAM Office contact details</b> .....	<b>4</b>
2.1	Advice of errors.....	4
2.2	Email, telephone, and fax .....	4
2.3	Mailing address.....	4
<b>3</b>	<b>NOTAM issuance</b> .....	<b>5</b>
3.1	NOTAM promulgation criteria .....	5
3.2	Non-NOTAMable circumstances .....	6
3.3	Information not to be included in NOTAM .....	7
3.4	CASA reportable occurrences .....	7
<b>4</b>	<b>Aeronautical Information Regulation and Control</b> .....	<b>8</b>
4.1	Permanent changes.....	8
4.2	Permanent NOTAM .....	8
4.3	Permanent NOTAM and Data Change Requests .....	9
<b>5</b>	<b>NOTAM Authorised Persons</b> .....	<b>9</b>
5.1	NOTAM Authorised Persons verification .....	9
<b>6</b>	<b>Requesting a NOTAM</b> .....	<b>9</b>
6.1	Notification times.....	10
6.2	Verifying information .....	10
6.3	Checking NOTAM.....	10
6.4	NOTAM duplication or confliction .....	10
<b>7</b>	<b>NOTAM conventions</b> .....	<b>11</b>
7.1	Facility availability .....	11
7.2	Abbreviations .....	11
7.3	Latitude and longitude .....	11
7.4	Units of measurement.....	11
7.5	Cross referencing.....	12
7.6	Distribution criteria .....	12
7.7	Timing conventions.....	12
<b>8</b>	<b>NOTAM types</b> .....	<b>14</b>
8.1	NOTAMN .....	14
8.2	NOTAMR .....	14
8.3	NOTAMC .....	14
8.4	Determining correct NOTAM type .....	15
<b>9</b>	<b>NOTAM locations</b> .....	<b>16</b>

9.1	Aerodromes .....	16
9.2	FIR (YBBB or YMMM) .....	16
<b>10</b>	<b>NOTAM request fields .....</b>	<b>17</b>
10.1	Mandatory fields .....	17
10.2	Group Name .....	17
10.3	Contact details .....	17
10.4	NOTAM summary (NWS only) .....	17
10.5	NOTAM type (form only) .....	18
10.6	Item A) – location .....	18
10.7	Item B) – start period .....	18
10.8	Item C) – end period .....	18
10.9	Item C) – estimated end period .....	19
10.10	Item D) – activation times .....	19
10.11	Item E) – NWS only .....	19
10.12	Item E) – NOTAM request form .....	19
10.13	Item F) – lower limit and Item G) – upper limit .....	20
<b>11</b>	<b>NOTAM format.....</b>	<b>20</b>
11.1	ICAO format .....	20
11.2	Briefing format.....	20
<b>12</b>	<b>NOTAM examples .....</b>	<b>21</b>
12.1	NOTAM subject and status.....	21
12.2	Permanent NOTAM format.....	21
12.3	Aerodrome facilities .....	22
12.4	Runway distance supplement.....	26
12.5	Displaced threshold .....	26
12.6	Obstacle and obstacle lights.....	27
12.7	Meteorology NOTAM .....	28
12.8	Navigation warnings .....	29
12.9	Glider flying .....	30
12.10	Prohibited, Restricted and Danger Areas (PRD).....	31
<b>13</b>	<b>Definitions .....</b>	<b>32</b>
<b>Appendix A</b>	<b>Time conversion chart .....</b>	<b>34</b>

# 1 Purpose

The purpose of this document is to establish the aeronautical data and information exchange protocols between *NOTAM Authorised Persons* and the *NOTAM Office (NOF)* for the issuance, replacement, and cancellation of NOTAM as part of the [Integrated Aeronautical Information Package \(IAIP\)](#).

This document forms part of the *Data Product Specification (DPS)* that Airservices must provide to all *Aeronautical Data Originators (ADO)* under *CASR Part 175 – Aeronautical Information Management* and is designed to assist NOTAM Authorised Persons with providing aeronautical information and data that is published via NOTAM in a controlled and standardised manner.

## 2 NOTAM Office contact details

### 2.1 Advice of errors

Notify the NOTAM Office of corrections or suggestions to this specification via email to: [nof@airservicesaustralia.com](mailto:nof@airservicesaustralia.com).

### 2.2 Email, telephone, and fax

Email (preferred): [nof@airservicesaustralia.com](mailto:nof@airservicesaustralia.com)

Telephone: 02 6268 5063

Fax: 02 6268 5044

### 2.3 Mailing address

ATTN: NOTAM Office

Airservices Australia Network Coordination Centre

GPO BOX 367

Canberra ACT 2061

### 3 NOTAM issuance

As per ICAO Doc 8126 – Aeronautical Information Services Manual, *the basic purpose of NOTAM is the distribution of information in advance of the event to which it relates, except in cases of unserviceable facilities or services, volcanic activity, or the release of radioactive material and toxic chemicals that cannot be foreseen. Thus, the end user, e.g., flight crew or airline, must receive a NOTAM in sufficient time to take any required action to realize its purpose.*

A NOTAM should be originated, issued, and distributed promptly:

- When the information is of a temporary nature, unplanned and of short duration; or
- when operationally significant permanent changes, or temporary changes of long duration are made at short notice (refer [7.7.2 NOTAM duration](#)).

Information that is short duration, but which contains extensive text and/or graphics are to be published as an AIP Supplement (AIP SUP).

As per *CASR Part 175.B Aeronautical Information Management – AIS Providers*, the NOTAM Office is required to promulgate NOTAM on behalf of Aeronautical Data Originators in the following circumstances:

- the request meets any of the circumstances mentioned in Annex 15 – Aeronautical Information Services (refer [3.1 NOTAM promulgation criteria](#))
- when required by Australian law
- when it is necessary in the interest of aviation safety.

#### 3.1 NOTAM promulgation criteria

As per *ICAO Annex 15 – Aeronautical Information Services*, NOTAM should be originated and issued when concerning the following:

- establishment, closure, or significant changes in operation of aerodrome(s) or heliport(s) or runways
- establishment, withdrawal, or significant changes in operation of aeronautical services (aerodromes, AIS, ATS, communications, navigation, and surveillance (CNS), meteorology (MET), search and rescue (SAR), etc.)
- establishment, withdrawal, or significant changes in operational capability of radio navigation and air-ground communication services. This includes: interruption or return to operation, change of frequencies, change in notified hours of service, change of identification, change of orientation (directional aids), change of location, power increase or decrease amounting to 50 per cent or more, change in broadcast schedules or contents, or irregularity or unreliability of operation of any radio navigation and air-ground communication services or limitations of relay stations including operational impact, affected service, frequency and area
- unavailability of back-up and secondary systems, having a direct operational impact
- establishment, withdrawal, or significant changes to visual aids
- interruption of or return to operation of major components of aerodrome lighting systems
- occurrence or correction of major defects or impediments in the manoeuvring area

- changes to and limitations on availability of fuel, oil, and oxygen
- establishment, withdrawal or return to operation of hazard beacons marking obstacles to air navigation
- presence of hazards, not otherwise promulgated, which affect air navigation (including obstacles, military exercises and operations, intentional and unintentional radio frequency interferences, rocket launches, displays, fireworks, sky lanterns, rocket debris, races, and major parachuting events)
- erecting or removal of, or changes to, obstacles to air navigation in the take-off/climb, missed approach, approach areas and runway strip
- establishment or discontinuance (including activation or deactivation) as applicable, or changes in the status of prohibited, restricted or danger areas
- allocation, cancellation or change of location indicators
- presence or removal or, or significant changes in, hazardous conditions due to snow, slush, ice, radioactive material, toxic chemicals, volcanic ash deposition or water on the movement area.

## 3.2 Non-NOTAMable circumstances

The following information should not be notified by NOTAM:

- routine maintenance work on aprons and taxiways which does not affect the safe movement of aircraft
- runway marking work, when aircraft operations can safely be conducted on other available runways, or the equipment used can be removed when necessary
- temporary obstructions in the vicinity of aerodromes/heliports that do not affect the safe operation of aircraft
- partial failure of aerodrome/heliport lighting facilities where such failure does not directly affect aircraft operations
- the lack of apron marshalling services and road traffic control
- the unavailability of location, destination, or other instruction signs on the aerodrome movement area
- training activities by ground units
- unavailability of back-up and secondary systems if these do not have an operational impact
- limitations to airport facilities or general services with no operational impact
- national regulations not affecting general aviation
- announcement or warning about possible/potential limitations, without any operational impact
- general reminders on already published information
- availability of equipment for ground units without containing information on the operational impact for airspace and facility users
- closure of movement area parts in connection with planned work locally coordinated of duration or less than one hour
- closure or unavailability of, or changes in, operation of aerodrome(s)/heliport(s) outside the aerodrome(s)/heliport(s) operational hours
- other non-operational information of a similarly temporary nature.

### 3.3 Information not to be included in NOTAM

A NOTAM should not contain information that:

- relates to an aerodrome or heliport and its vicinity, but does not affect its operational status
- does not impact the safe operation of aircraft
- is not likely to influence a pilot or operators' decision to divert a flight.

### 3.4 CASA reportable occurrences

As per *CASR Part 139 - Aerodromes Manual of Standards*, aerodrome operators have a responsibility to report the following reportable occurrences to the NOTAM Office:

- any change (whether temporary or permanent) in the published runway information, including changes to information contained in current permanent NOTAM or in the AIP made in accordance with Part 175 of CASR
- aerodrome works affecting the manoeuvring area or the obstacle limitation surfaces, including time-limited works that require more than 10 minutes to restore normal safety standards
- outage or unserviceability of aerodrome lighting or obstacle lighting, unless the outage or unserviceability is fixed immediately
- temporary obstacles to aircraft operations, unless the temporary obstacle is removed immediately
- any significant increase in, or concentration of, wildlife hazards on or near the aerodrome which constitutes a danger to aircraft, unless the wildlife causing the hazard is dispersed immediately
- any change within the take-off climb area that is due to a new or changed obstacle which results in a change to the gradient of more than 0.05% from the published gradient data for the runway – unless that new or changed obstacle is dealt with immediately
- the emergence of new obstacles, unless the new obstacle is removed immediately
- that a radio navigation aid or landing aid owned by the aerodrome operator is unserviceable or has returned to service
- any other event which affects the safety of aircraft using the aerodrome unless the event is ceased immediately.

**Note:** Although aerodrome operators are required to report the above occurrences to the NOTAM Office, it is important to note that these occurrences are subject to the promulgation criteria listed in [3.1 NOTAM promulgation criteria](#) and *Annex 15* and as such, a NOTAM may not always be required.

**Note:** Contact the NOTAM Office for further guidance.



## 4 Aeronautical Information Regulation and Control

As specified in the DPS, aeronautical data and information is managed and published in a controlled manner through the internationally adopted Aeronautical Information Regulation and Control (AIRAC) system to determine a series of common dates and associated publication procedures for effective coordination of amendments.

Airservices utilises a quarterly amendment calendar for the updating and production of the IAIP and aeronautical chart products. This requires that aeronautical data and information is submitted to Airservices in a timely manner to ensure that changes can be processed and published in the appropriate products for the required effective date.

Cut-off dates for the submission of data or information for each production cycle can be found at the following link: <https://www.airservicesaustralia.com/industry-info/aeronautical-information-management/document-amendment-calendar/>.

### 4.1 Permanent changes

As per *ICAO Doc 8126 – Aeronautical Information Services Manual*, operationally significant changes are to be made using the AIRAC system.

Permanent changes that are deemed to be operationally significant must be published as an AIRAC AIP amendment (either as a permanent NOTAM or AIP SUP).

Permanent changes that are not considered to be significant to flight operations are to be processed as an AIP amendment only, which is published on the next available AIRAC date, and is not subject to promulgation via NOTAM.

### 4.2 Permanent NOTAM

When information to be disseminated is of permanent nature and is considered operationally significant (refer [3.1 NOTAM promulgation criteria](#)), the AIP Responsible Person should issue a permanent (PERM) NOTAM to notify industry that the content is to be incorporated into the IAIP.

PERM NOTAM must only be requested by the AIP Responsible Person or AIP Nominee for the listed Subject Owner (refer to the [Data Originators Custodians](#) document and the Data Product Specification issued for your aerodrome).

PERM NOTAM will remain valid until it is incorporated into the appropriate documentation, after which it will be cancelled by the NOTAM Office. No further notification from the originator is required.

PERM NOTAM should not be issued with an immediate start time (exceptions apply) and should instead provide sufficient notification to industry (refer [6.1 Notification times](#)).

**Note:** Exceptions apply to the above, such as changes to published Runway Distance Supplements (RDS) data due to a recent survey or unanticipated/unavoidable circumstances.

For further guidance on the issuance of permanent NOTAM, refer to the [Data Originators Custodians](#) document or contact the NOTAM Office.

## 4.3 Permanent NOTAM and Data Change Requests

As per the DPS, Aeronautical Data Originators should not use permanent NOTAM to initiate changes to the aeronautical data and information published in the IAIP, and a Data Change Request (DCR) should be submitted, in conjunction with the PERM NOTAM, to [docs.amend@airservicesaustralia.com](mailto:docs.amend@airservicesaustralia.com).

## 5 NOTAM Authorised Persons

NOTAM which meets the criteria specified in [3.1 NOTAM promulgation criteria](#) may only be requested by NOTAM Authorised Persons.

NOTAM that permanently amends aeronautical data or information published in the IAIP may only be requested by an AIP Responsible Person or AIP Nominee (refer [4.1 Permanent NOTAM](#)).

### 5.1 NOTAM Authorised Persons verification

NOTAM Group management has been established as a method for the NOTAM Office to confirm that a NOTAM request has been received from a NOTAM Authorised Person.

Under *CASR Part 175.D*, ADO's have a responsibility to advise AIS of the names of all NOTAM Authorised Persons for the ADO.

All nominated NOTAM Authorised Persons are required to create a NAIPS Internet Service (NIS) user account and provide the User Name to the nominated Group Manager for addition to the NOTAM Group.

The Group Manager is responsible for ensuring that the group details remain up to date with all current NOTAM Authorised Persons.

The originating NOTAM Authorised Person must ensure that their NIS User Name and Group name is annotated on all emailed NOTAM requests to ensure that the NOTAM Office can perform the required cross check procedures.

NOTAM request submitted via the NOTAM Web Service (NWS) are automatically linked to the NOTAM Group from which it was submitted and only require the contact details of the NOTAM Authorised Person requesting the NOTAM in the Originating Authority section.

## 6 Requesting a NOTAM

NOTAM Requests are to be submitted via the NWS (available through [NAIPS Internet Service](#)) or on the latest version of the NOTAM Request Form, available at: <http://www.airservicesaustralia.com/wp-content/uploads/NOTAM-Request-Form.pdf>.

NOTAM will only be accepted over the phone when the matter is urgent, or in an emergency.

**Note:** Access to the NWS is to be arranged with the NOTAM Office.

## 6.1 Notification times

When requesting a NOTAM, the following times should be allowed (where practicable) for the NOTAM to be processed and issued by the NOTAM Office:

- immediately in emergency situations
- eight hours for airspace published in DAH and by AIP Sup e.g., military exercises
- 48 hours from receipt by the NOTAM Office for information regarding scheduled maintenance or changes to a facility, service, or aerodrome.
- 14 days for notification of non-emergency aerodrome closures due to aerodrome works.

Non-urgent NOTAM will be processed in order of effective time (see [10.7 Item B\) – start period](#)). This may, at times, result in delays during periods of high workload in the NOTAM Office.

## 6.2 Verifying information

The NOTAM Office will contact the NOTAM Originator in the following situations:

- if a NOTAM is to be published with substantive differences from the way it was requested. This does not include minor changes such as abbreviations or changing the order of the information for standardisation purposes
- where the information or the intent of a NOTAM request differs from or cannot be verified within an official document
- when the request comes from an unauthorised originator
- when there are errors in the NOTAM request, including but not limited to, incorrect abbreviations, lack of detail, mismatched time periods, duplicated information, and typos.

**Note:** It is the responsibility of the originating NOTAM Authorised Person to be available to verify the above information if required.

## 6.3 Checking NOTAM

It is the responsibility of the originating NOTAM Authorised Person to ensure that information promulgated by the NOTAM Office is correct. All NOTAM will be available via NIS after publication and any discrepancies must be raised with the NOTAM Office, by phone as soon as the error has been discovered.

## 6.4 NOTAM duplication or confliction

It is the responsibility of the originating NOTAM Authorised Person to ensure that NOTAM requests do not cause duplication or confliction of published NOTAM.

Active NOTAM can be viewed via NIS, either in the Active NOTAM Directory (for users with access to the NWS) or via a Location Briefing.

Location Briefings will only provide NOTAM that are active during the specified validity period (maximum of 336 hours).

The NOTAM Office can provide guidance on published NOTAM commencing more than 14 days (336 hours) in the future.

## 7 NOTAM conventions

### 7.1 Facility availability

The convention in Australian NOTAM is to use the phrase 'NOT AVBL' rather than 'U/S' (unserviceable) or 'CLOSED'.

This prevents confusion by informing pilots not to use a facility even if it appears to be working, as it may not be working correctly.

For a facility that is permanently withdrawn from service (refer [4.2 Permanent NOTAM](#)), the phrase 'DECOMMISSIONED' is to be used vice 'NOT AVBL'.

### 7.2 Abbreviations

A list of permitted abbreviations to be used in NOTAM is available in the AIP GEN. Abbreviations marked with '●' must not be used in NOTAM which are promulgated internationally. If you are unsure of your aerodrome's distribution status, please contact the NOTAM Office.

The AIP GEN abbreviations are updated every three months and should be checked on a regular basis.

### 7.3 Latitude and longitude

Any latitude and longitude positions used in a temporary or permanent NOTAM are required in degrees, minutes and if required, seconds, followed by a cardinal point.

**Example:** 324620S 1382405E.

If more precision is required, such as for ICAO data accuracy and resolution requirements, seconds will be followed by a decimal and tenths or hundredths of seconds.

**Example:** 324620.2S 1382405.1E or 324620.27S 1382405.15E.

### 7.4 Units of measurement

Units of Measurement commonly required in NOTAM are as follows:

- Horizontal Distance:
  - Nautical Miles (NM) - for distances greater than 2NM
  - Shorter distances: meters (M)
- Vertical distance (altitudes, elevations, and heights): feet (FT)
- Bearings (from an AD or navaid): degrees magnetic (MAG)
- Weight (Mass): Metric tonnes or kilograms (KG)

## 7.5 Cross referencing

To avoid the publication of erroneous information, a NOTAM will not be issued containing a reference to another NOTAM number. This is to avoid situations where the original NOTAM is reviewed or cancelled, which amends the original NOTAM number, resulting in the associated NOTAM referencing an incorrect NOTAM number.

Where cross-referencing between NOTAM is deemed necessary, the phrase 'SEPARATE NOTAM REFERS' will be used.

NOTAM will not be issued containing a reference to a date and/or page number of ERSA or DAH as these documents are replaced in full when a new version is published, so date/page references will no longer be accurate.

NOTAM may be issued with date and/or page reference for DAP and AIP as these are updated on a page-by-page basis.

## 7.6 Distribution criteria

All domestic NOTAM issued will be held in the Australian NOTAM database and can be accessed via NIS. Some NOTAM will also be distributed to international NOTAM offices and accessed by international pilots flying to or through Australian airspace.

NOTAM will be sent internationally if the operations affect:

- PRD airspace higher than FL245 or below FL245 if affecting international routes
- international aerodromes or international alternate aerodromes (as per AIP)
- controlled airspace or airspace within 10NM of an international aerodrome or international alternate aerodromes (as per AIP)
- NAVAIDS which are used on international routes.

## 7.7 Timing conventions

All NOTAM are published in UTC (Zulu) time. UTC is the preferred convention as it decreases the likelihood of errors during the conversion process.

UTC is the only time convention available in the NWS. Local time can be converted to UTC using the Time Zone Converter, available within the NOTAM form on the NWS.

If an emailed NOTAM Request is submitted using local time (not preferred), this must be clearly marked on the NOTAM Request Form, including which time zone has been used. If a different time convention has been used on the NOTAM Request Form, the NOTAM Office will convert it to UTC before issuing.

Extra care should be taken during daylight savings periods. Refer [Appendix A Time Conversion Chart](#).

### 7.7.1 Time format

The ICAO NOTAM format specifies that the timing convention used to indicate Items B) and C) (refer [10 NOTAM request fields](#)) is a 10-digit date/time group (year month, day, hours, and minutes i.e., YYMMDDHHMM) in 24-hour UTC format and that the beginning of the day is specified as 0000.

There are multiple time formats that may be used for Item D) (refer [10 NOTAM request fields](#)).

Days of the week are referenced in Australian NOTAM as the 'Local Day using UTC Time' e.g., MON-WED 2300-0900 means the NOTAM is active for three days (MON, TUE and WED) from 2300 UTC in the morning until 0900 UTC in the afternoon on each day.

**Note:** The use of the times xx59 and xx01 in NOTAM can create an anomaly within the Air Traffic Control systems. For example, a NOTAM that finishes at 2359 will be removed from the ATC systems at 2359 and 01 second, not at 2359 and 59 seconds. Where possible, the times xx59 and xx01 should be avoided, and rounded up/down to xx00.

### 7.7.2 NOTAM duration

A temporary NOTAM must never be active for more than three months.

NOTAM with an estimated end time that unexpectedly exceed the maximum three-month period may be extended for a further period of up to three months.

If it is expected that the extension is to exceed a period of three months, an AIP SUP shall be issued instead.

Temporary changes of long duration (more than three months) must be published as an AIP SUP. When required, a temporary NOTAM may be issued to bridge the period between required notification and AIP SUP publication.

Permanent changes require the relevant IAIP section to be amended, with a permanent NOTAM appropriate to bridge the period between notification and incorporation (refer [4.2 Permanent NOTAM](#)).

**Note:** Only NOTAM regarding cranes are exempt from the above requirements and may be continually reviewed in three-month increments.

### 7.7.3 Daylight Saving Time

Daylight Saving Time is observed in the Australian summer in some Eastern and Central time zones. Care must be taken to ensure that times are correct for NOTAM that will be active over the time change.

## 8 NOTAM types

The different types of NOTAM are identified by the following suffix: 'N' (New), 'R' (Replacement) and 'C' (Cancellation).

### 8.1 NOTAMN

A NOTAMN is when a NOTAM is first issued. A NOTAMN should be requested if the NOTAM is regarding an event for which there is no current NOTAM.

### 8.2 NOTAMR

A NOTAMR (Replacement) allows an existing NOTAM to be amended. A NOTAMR immediately replaces the previous NOTAM.

Item B) of a NOTAMR must be the actual date-time group of the NOTAM origination. Future replacement of a NOTAM is not to be issued to avoid possible misinterpretation about further changes or existence of multiple NOTAM.

As such, when requesting a NOTAM replacement, the following conditions apply:

- if the condition described in an active NOTAM 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. This NOTAMR shall immediately replace the existing NOTAM and shall notify the same conditions but with a changed finish time. A NOTAMN detailing the intended change in condition shall then be issued with a future date and time in Item B).
- if the NOTAM to be replaced is not active at the time of replacement, the NOTAM is to be cancelled WIE and a NOTAMN is to be issued with amended information and commencement time.

For further guidance, refer to [8.4 Determining correct NOTAM type](#).

### 8.3 NOTAMC

NOTAMC (Cancel) allows an existing NOTAM to be cancelled. Any NOTAM which is no longer required must be cancelled with a NOTAMC.

A NOTAM can only be cancelled with immediate effect and no future cancellation of NOTAM is permitted.

If you require a NOTAM to finish at a future end period, the NOTAM should instead be replaced (NOTAMR) with a confirmed finish time in Item C).

## 8.4 Determining correct NOTAM type

The below table should be used to determine the correct procedure and NOTAM type required for the following circumstances:

Circumstances	Required action
NOTAM is currently active with the conditions to cease now and resume in the future	The current NOTAM is to be cancelled with immediate effect and a new NOTAM issued with the amended start time
NOTAM is currently active with conditions to stay in effect but change in the future	The current NOTAM is to be reviewed to amend the finish time and a new NOTAM is to be issued specifying the new conditions
NOTAM is not yet in effect, but conditions are now commencing at a different time (including WIE)	The current NOTAM is to be cancelled and a new NOTAM issued with the amended commencement time
NOTAM not yet in effect, subject and start time remain the same but conditions change (e.g., RWY WIP changes to RWY NOT AVBL)	The current NOTAM is to be cancelled and a new NOTAM issued with the new conditions
NOTAM within the current period of activity, conditions to cease now and resume in the future	The current NOTAM is to be cancelled and a new NOTAM issued with the amended start time
Any changes to a NOTAM which has already been in effect but is outside of a period of activity	The current NOTAM is to be cancelled and a new NOTAM issued with the amended conditions or timings
Changes to a NOTAM that is outside a period of activity and has not yet been in effect	The current NOTAM is to be cancelled and a new NOTAM issued with the amended conditions or timings
NOTAM is currently active with the conditions to cease now and resume in the future	The current NOTAM is to be cancelled with immediate effect and a new NOTAM issued with the amended start time



## 9 NOTAM locations

### 9.1 Aerodromes

NOTAM regarding aerodrome facilities, or events and hazards that have a direct impact on aerodrome operations, are issued by the NOTAM Authorised Persons assigned by the ADO for the aerodrome.

However, relevant Airservices staff may originate a NOTAM regarding aerodrome facilities or operations if the originating authority is not available, and the information is essential for flight safety and/or conduct of flight operations.

#### 9.1.1 Certified aerodromes

A full NOTAM service is provided for certified aerodromes, registered aerodromes, military aerodromes, certain other aerodromes regulated under *CASR Part 139 - Aerodromes* and specialised helicopter operations with published terminal instrument flight procedures under *CASR Part 173 – Instrument Flight Procedure Design*.

A NOTAM will be issued on an aerodrome if it is about a facility, event or hazard that has a direct effect on aerodrome operations (generally within 5NM of a full NOTAM service aerodrome), on the ground or within the airspace associated with that aerodrome.

#### 9.1.2 Uncertified aerodromes

Limited information is published in the ERSA for some ALAs and a NOTAM service is not provided except for changes to:

- changes to NAVAID, CTAF or ATS frequencies when requested by the service provider or CASA
- changes to special procedures when requested by Airservices Australia or CASA.

### 9.2 FIR (YBBB or YMMM)

A NOTAM will be issued on a single FIR if it refers to a:

- hazard occurring more than 5NM from an aerodrome
- hazard for which an aerodrome NOTAM has already been issued, but the hazard extends to a height or distance from the aerodrome which may affect pilots overheard or nearby not using the aerodrome. This is generally determined by CASA or Airservices.

## 10 NOTAM request fields

Refer below for detailed instructions on completing the NOTAM Request Form.

**Note:** Instructions may differ between each method of submission, emailed NOTAM Request Forms or the NOTAM Forms on the NWS.

### 10.1 Mandatory fields

NOTAM type	Mandatory Fields
NOTAMN	Items A), B), C) and E)
NOTAMR	Items A), B), C) and E)
NOTAMC	Items A), B) (WIE), and E)

### 10.2 Group Name

Select the required group that the NOTAM is to be assigned to from the drop-down box on the NWS or annotate the NOTAM Group Name and NAIPS User Name of the originating NOTAM Authorised Person at the bottom of the NOTAM Request PDF form.

### 10.3 Contact details

Provide the name and contact number of the originating NOTAM Authorised Person. Contact details are essential as the NOTAM Office may need to contact the originator prior to issuing a NOTAM.

Refer to [6.2 Verifying information](#) for further information.

### 10.4 NOTAM summary (NWS only)

Provide a short (max 50 characters) summary of the purpose of the NOTAM.

NOTAM summaries are to be as concise as possible as certain briefing products available on NIS (SPFIB and AVFAX) will display only the summary line for any NOTAM that is older than seven (7) days (i.e., commencement DTG is more than 7 days in the past).

If unable to specify the exact contents of the NOTAM in the summary, provide a general description. This must include a general location of the subject of the NOTAM if issued under the FIR. Ensure that the summary line of the NOTAM contains enough information so pilots can determine if it is relevant to their operations.

Examples of NOTAM summaries can be found in [12 NOTAM examples](#).

## 10.5 NOTAM type (form only)

NOTAMN, NOTAMR or NOTAMC.

Refer [8 NOTAM types](#) for more information on which type of NOTAM is required depending on the desired outcome.

**Note:** If NOTAMR or NOTAMC is selected, include the NOTAM number that is to be replaced or cancelled.

## 10.6 Item A) – location

This is the location under which the NOTAM will be issued.

Refer [9 NOTAM locations](#) for more information.

## 10.7 Item B) – start period

Item B) is the 10-digit date/time group (YYMMDDHHMM) at which the NOTAM comes into effect. The time in Item B) must be WIE or in the future. NOTAM cannot be issued retrospectively.

If a NOTAM is required immediately or as soon as possible, WIE may be selected instead of specifying a time. In this instance, the NOTAM Office will process the NOTAM request as soon as they are able to, and the published NOTAM will list the issue time in Item B).

Care must be taken to ensure that NOTAM requests do not cause duplication or conflict of currently published NOTAM (refer to [6.4 NOTAM duplication or confliction](#)).

**Note:** Item B) for a NOTAMC will have default time stamp of the date and time that the NOTAMC was created and cannot be amended.

## 10.8 Item C) – end period

This is the 10-digit date/time group (YYMMDDHHMM) at which the NOTAM will cease. If the end time of the NOTAM is known, this should be entered into Item C) which will be a confirmed finish time. For an emailed NOTAM request form, the 'Confirmed' box must be ticked. The NOTAM will then be published with the 10-digit date/time group in Item C).

If the end time of the NOTAM is not known, or the NOTAM is for a period of more than three months, an end time within three months must be entered in Item C) and the box marked 'EST' should be selected (refer [7.7.2 NOTAM duration](#).) The NOTAM will be published with the 10-digit date/time group in Item C) followed by 'EST' (refer [10.9 Item C\) – estimated end period](#)).

If a NOTAM is issued to advise of a permanent change to aeronautical data or information published in the IAIP, the 'PERM' box should be selected instead of a specified end time. The NOTAM will be published with 'PERM' in Item C) (refer [4.2 Permanent NOTAM](#)).

## 10.9 Item C) – estimated end period

Any NOTAM with an estimated (EST) finish time must be replaced or cancelled prior to the finish time. It is the responsibility of the Aeronautical Data Originator to ensure that a NOTAM Authorised Person contacts the NOTAM Office to extend or cancel an EST NOTAM, and a minimum of one hour notice is appreciated.

If a NOTAM is not replaced or cancelled prior to the estimated finish time, the originating authority's details will be forwarded to CASA for record of non-compliance.

Refer below to determine if the dates specified in Item D) are permitted to have an EST finish time:

- if there are specific dates in Item D) (i.e., 1808150100 to 1808150200), an EST finish time is not permitted.
- If there are daily periods in Item D) (i.e., DAILY 0100/0200, HJ, HN), an EST finish time is permitted.

## 10.10 Item D) – activation times

This field should only be used if the NOTAM will not be active continuously from the start time to the end time e.g., if the NOTAM will only apply during daylight hours (HJ).

These periods of activity could be in any of the following formats:

- date/time periods in the format YYMMDDHHMM e.g., 1808020200 to 1808021400
- the same time each day e.g., DAILY 0200/0400 for the period of the NOTAM
- night-time hours (HN) for the period of the NOTAM
- daytime hours (HJ) for the period of the NOTAM

**Note:** The term 'EXC' is not to be used in Item D).

## 10.11 Item E) – NWS only

The Subject and Status fields of Item E) are used to specify the subject of the NOTAM (what facility/service etc. is the NOTAM about), and the condition/status of the subject (not available, work in progress, subject to interruption, etc.).

Additional information can be provided in the NOTAM Text section of Item E).

Refer to [3 NOTAM issuance](#) for guidance on circumstances that can and cannot be notified by NOTAM. Refer to [12 NOTAM examples](#) for guidance on NOTAM Item E) Subject, Status and Additional Information creation.

## 10.12 Item E) – NOTAM request form

This field is used for the content of the NOTAM, including the Subject, Status, and any additional information.

Refer to [3 NOTAM issuance](#) for guidance on circumstances that can and cannot be notified by NOTAM. Refer to [12 NOTAM examples](#) for guidance on NOTAM Item E) creation.

## 10.13 Item F) – lower limit and Item G) – upper limit

These fields are used to indicate the lower and upper limits of airspace affected by the NOTAM and are only required for NOTAM regarding navigation warnings and airspace restrictions.

Items F) and G) are mandatory for the following NOTAM:

- blasting and demolitions
- UAV
- PRD activations/deactivations.

## 11 NOTAM format

NOTAM are presented in a NIS briefing in either the ICAO format or the NAIPS format.

### 11.1 ICAO format

The ICAO format presents all fields with the corresponding letter (as outlined in [10 NOTAM request fields](#)).

**Item A)** YSSY  
**Item B)** 21 09 24 2100  
**Item C)** 21 10 250 700  
**Item D)** DAILY 2100/0700  
**Item E)** OBST CRANE (LIT) 420FT AMSL  
BRG 045 MAG 3.31NM FM ARP

### 11.2 Briefing format

NAIPS will present NOTAM requested within certain briefing products (i.e., Location Briefing) in a briefing format e.g.:

SYDNEY (YSSY) C2122/21

OBST CRANE (LIT) 420FT AMSL  
BRG 045 MAG 3.31NM FM ARP  
FROM 09 242100 TO 10 250700  
DAILY 2100/0700

## 12 NOTAM examples

The following are examples of how to format Item E) of a NOTAM.

### 12.1 NOTAM subject and status

The subject and status of a NOTAM refer to the subject for the which the NOTAM is be raised and the status of that subject (refer [3.1 NOTAM promulgation criteria](#) and [10.11 Item E\) – NWS only](#)).

The NOTAM examples below do not form an exhaustive list of NOTAM Subjects and Status'. For further guidance, contact the NOTAM Office.

Common NOTAM subjects	Common NOTAM statuses
<ul style="list-style-type: none"> <li>• AD</li> <li>• RWY (including Runway Distance Supplement changes)</li> <li>• TWY</li> <li>• NAVAID</li> <li>• OBSTACLE</li> <li>• BIRD HAZARD</li> <li>• AD, RWY or TWY LGT</li> </ul>	<ul style="list-style-type: none"> <li>• NOT AVBL</li> <li>• LTD</li> <li>• WIP</li> <li>• AMD</li> <li>• DISPLACED</li> <li>• ERECTED (OBSTACLES)</li> </ul>

### 12.2 Permanent NOTAM format

Permanent NOTAM must be submitted in the following format:

TEMPLATE
E) [HEADING OF IAIP SECTION] AMD INFORMATION TO BE ADDED, CHANGED OR REMOVED USING ONE OF THE FOLLOWING: <ul style="list-style-type: none"> <li>• AMD TO READ:</li> <li>• ADD/REMOVE NOTE* (insert number associated with note e.g., note 4)</li> </ul> AMD * RELEVANT DOCUMENT NAME*

EXAMPLE
E) AERODROME AND APPROACH LIGHTING AMD ADD: RWY 15/33 PAPI(2) PAL 122.8 3.0 DEG 45FT (2) LEFT SIDE AMD EN ROUTE SUPPLEMENT AUSTRALIA (ERSA)

## 12.3 Aerodrome facilities

AD NOT AVBL	
<b>Subject:</b>	AD
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	DUE *** ( <i>optional</i> ) <ul style="list-style-type: none"> <li>- EXC WITH **MIN PN CTC AD REP OFFICER CTAF ***.* OR TEL: ****</li> <li>- REFER METHOD OF WORKING PLAN ****</li> </ul>
<b>Summary:</b>	AD NOT AVBL DUE ***

AD NOT AVBL TO FIXED WING	
<b>Subject:</b>	AD
<b>Status:</b>	NOT AVBL TO FIXED WING ACFT
<b>Additional Info:</b>	DUE *** ( <i>optional</i> ) <ul style="list-style-type: none"> <li>- EXC WITH **MIN PN CTC AD REP OFFICER CTAF ***.* OR TEL: ****</li> </ul>
<b>Summary:</b>	AD NOT AVBL TO FIXED WING ACFT

AD WIP	
<b>Subject:</b>	AD
<b>Status:</b>	WIP
<b>Additional Info:</b>	<ul style="list-style-type: none"> <li>- MEN AND EQPT MNT CTAF ***.* WILL VACATE WITH **MIN PN</li> <li>- WORKS SAFETY OFFICER TEL: ****</li> <li>- REFER METHOD OF WORKING PLAN ****</li> </ul>
<b>Summary:</b>	AD WIP MAE REQ **MIN PN TO VACATE

RWY NOT AVBL	
<b>Subject:</b>	RWY 12/30
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	DUE *** ( <i>optional</i> ) <ul style="list-style-type: none"> <li>- EXC FOR EMERG ACFT WITH **MIN PN</li> <li>- CTC AD REP OFFICER CTAF ***.* OR TEL: ****</li> <li>- REFER METHOD OF WORKING PLAN **** (<i>optional</i>)</li> </ul>
<b>Summary:</b>	RWY 12/30 NOT AVBL

RUNWAY WIP	
<b>Subject:</b>	RWY 07/25
<b>Status:</b>	WIP
<b>Additional Info:</b>	<ul style="list-style-type: none"> <li>- WORKERS AND EQPT MNT CTAF ***.* AND WILL VACATE WITH **MIN PN</li> <li>- WORKS SAFETY OFFICER TEL: ****</li> <li>- REFER METHOD OF WORKING PLAN **** (optional)</li> </ul>
<b>Summary:</b>	RWY 07/25 WIP MAE REQ **MIN PN TO VACATE

HELIPAD NOT AVBL	
<b>Subject:</b>	HELICOPTER LANDING SITE
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	DUE *** (optional)
<b>Summary:</b>	HELICOPTER LANDING SITE NOT AVBL

HELIPORT NOT AVBL	
<b>Subject:</b>	HELIPORT
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	DUE *** (optional)
<b>Summary:</b>	HELIPORT NOT AVBL

TWY NOT AVBL	
<b>Subject:</b>	TWY A AND TWY C EAST OF RWY 10/28
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	DUE *** (optional)
<b>Summary:</b>	TWY A AND TWY C EAST OF RWY 10/28 NOT AVBL

### 12.3.1 Disabled aircraft

A NOTAM closing an aerodrome, runway, or part of a runway, due to an obstruction caused by a disabled aircraft must contain as much information as possible, including:

- the runway that is obstructed
- type of aircraft causing obstruction
- distance of aircraft from runway end, or the length by which the runway is reduced
- distance from the runway centre line or end at which reduction occurs e.g., SW end
- obstacle height
- declared and supplementary take-off distance of useable parts of the runway
- expected duration of the total or partial closure.



### 12.3.2 Aerodrome and approach lighting

Include 'AD AND APCH LGT NOT AVBL' and the reason for the unavailability when both the runway lighting and approach lighting is not available.

AERODROME LIGHTING FACILITIES	
<b>Subject:</b>	[LIGHTING TYPE]
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	*if applicable*
<b>Summary:</b>	[LIGHTING TYPE] NOT AVBL

### 12.3.3 Apron and parking bays

Apron and parking bay areas are not part of the manoeuvring area and are normally not the subject of a NOTAM. However, if there is an associated coordinate change, aerodrome works or other conditions that require the use of the manoeuvring area then a NOTAM may be issued. An exception to this will be made:

- for aerodromes where works on aprons or parking bays will have a significant effect on aircraft movements
- at minor aerodromes to indicate temporary parking arrangements or the unavailability affects their only apron
- if aerodromes are unable to mark and light the unavailability in accordance with *CASR Part 139 (Aerodromes) Manual of Standards*.

### 12.3.4 Animal hazards

At aerodromes where a standing caution is included in ERSA for a bird or animal hazard, NOTAM must only be initiated where there is a significant increase of birds or animals. The NOTAM should, where possible, provide specific information on species, period of concentration, likely location, and flight path.

ANIMAL HAZARD	
<b>Subject:</b>	INCREASED BIRD HAZARD (CORELLAS)
<b>Status:</b>	IN VCY RWY 11/29
<b>Additional Info:</b>	*if applicable*
<b>Summary:</b>	INCREASED BIRD HAZARD (CORELLAS) IN VCY RWY 11/29

### 12.3.5 Fire and smoke

A NOTAM will be issued when a fire is within the boundaries of the aerodrome and is likely to have a direct effect on aircraft operations at the aerodrome.

A smoke hazard caused by a fire outside the aerodrome boundary will be covered in the appropriate weather report (contact the appropriate Bureau of Meteorology Office if required- Switchboard 03 9669 4000). A NOTAM will not be issued unless there is a significant risk to aviation activity.

FIRE HAZARD	
<b>Subject:</b>	CONTROLLED FIRE
<b>Status:</b>	ON AD
<b>Additional Info:</b>	80M SOUTH OF RWY 12 THR
<b>Summary:</b>	CONTROLLED FIRE ON AD 80M SOUTH OF RWY 12 THR

### 12.3.6 Fuel NOTAM

The ERSA INTRO- Handling Services and Facilities states: *'when information is received from the relevant aerodrome authority, a NOTAM will be issued notifying changes to refuelling information. However, Airservices Australia takes no responsibility for the accuracy or completeness of refuelling information'*.

Temporary fuel restrictions at aerodromes to re-fuel bowsers and tankers does not require a NOTAM.

FUEL NOT AVBL	
<b>Subject:</b>	[FUEL TYPE] (AVGAS or JET A1)
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	<i>*if applicable*</i>
<b>Summary:</b>	[FUEL TYPE] (AVGAS or JET A1) NOT AVBL

### 12.3.7 Other aerodrome facilities

OTHER AERODROME FACILITIES	
<b>Subject:</b>	AD FREQ RESPONSE UNIT (AFRU) / WDI / ATIS etc.
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	<i>*if applicable*</i>
<b>Summary:</b>	[AD FAC] NOT AVBL

## 12.4 Runway distance supplement

As per ERSA, a NOTAM must be issued if a dimension, declared distance or supplementary take-off distance for a runway or runway strip meets the following criteria:

- Length – decreases by 10M (33FT) or more, or increases by 30M (98FT) or more
- Width - any change
- TODA gradient - changes by 0.05% or more.

Changes that don't meet these tolerances should be sent directly to Docs Amend at [docs.amend@airservicesaustralia.com](mailto:docs.amend@airservicesaustralia.com).

Feet are not to be included with Civil declared distances and will only be added to Military declared distances when provided by the originator.

RUNWAY DECLARED DISTANCE AND GRADIENT CHANGES	
<b>Subject:</b>	DECLARED DISTANCE AND GRADIENT
<b>Status:</b>	CHANGES
<b>Additional Info:</b>	RWY TORA TODA ASDA LDA 05 1528 1588(2.54) 1528 1528 SUPPLEMENTARY TKOF DISTANCES RWY05- 1262(1.6) 1404(1.9) 1505(2.2) 1580(2.5)
<b>Summary:</b>	DECLARED DISTANCE AND GRADIENT CHANGES

## 12.5 Displaced threshold

Feet are not to be included with Civil declared distances and will only be added to Military declared distances when provided by the originator.

DISPLACED THRESHOLD AND RDS CHANGES – CIVIL AD	
<b>Subject:</b>	RWY 11/29
<b>Status:</b>	LENGTH REDUCED 70M DUE WIP
<b>Additional Info:</b>	THR RWY 11 DISPLACED 270M DECLARED DISTANCE AND GRADIENT CHANGES RWY TORA TODA ASDA LDA 11 1606 1727 1606 1406 29 1606 1676 1606 1606 RWY 11 PAPI AND THR IDENT LGT (RTIL) NOT AVBL TWY B BTN TWY D AND RWY 11 NOT AVBL REFER METHOD OF WORKING PLAN **** (optional)
<b>Summary:</b>	RWY 11/29 LENGTH REDUCED 70M DUE WIP

<b>DISPLACED THRESHOLD AND RDS CHANGES – MIL AD</b>																
<b>Subject:</b>	THR RWY 15															
<b>Status:</b>	DISPLACED 1436M(4711FT) DUE WIP															
<b>Additional Info:</b>	<p>HIGH INTENSITY APCH LGT AND SEQUENTIAL FLASHING ARR LGT NOT AVBL. DISPLACED THR MARKED BY VEE BAR MARKERS HJ, FIVE GREEN LGT ON EASTERN SIDE HN</p> <p>DECLARED DISTANCE AND GRADIENT CHANGES</p> <table> <thead> <tr> <th>RWY</th> <th>TORA</th> <th>TODA</th> <th>ASDA</th> <th>LDA</th> </tr> </thead> <tbody> <tr> <td>15</td> <td>1736(5695)</td> <td>1796(5892)</td> <td>1806(5925)</td> <td>1611(5285)</td> </tr> <tr> <td>33</td> <td>1676(5498)</td> <td>1796(5892)</td> <td>1676(5498)</td> <td>1676(5498)</td> </tr> </tbody> </table> <p>SUPPLEMENTARY TKOF DISTANCES</p> <p>RWY15- 1422(1.9) 1543(2.2) 1637(2.5)</p> <p>RWY33- 2633(1.6) 2710(1.9) 2749(2.2) 2785(2.5)</p>	RWY	TORA	TODA	ASDA	LDA	15	1736(5695)	1796(5892)	1806(5925)	1611(5285)	33	1676(5498)	1796(5892)	1676(5498)	1676(5498)
RWY	TORA	TODA	ASDA	LDA												
15	1736(5695)	1796(5892)	1806(5925)	1611(5285)												
33	1676(5498)	1796(5892)	1676(5498)	1676(5498)												
<b>Summary:</b>	THR RWY 15 DISPLACED 1436M(4711FT) DUE WIP															

## 12.6 Obstacle and obstacle lights

An obstacle NOTAM will be issued on the aerodrome (as opposed to an FIR) if the obstacle is within 5NM of the aerodrome or infringes the Obstacle Limitation Surface (OLS), regardless of the distance from the aerodrome.

A NOTAM is required for:

- any lit OBST with a failure to all or some of the lights
- unlit OBST that infringes the OLS.

*CASR Part 139 (Aerodromes) Manual of Standards* states that information on any new obstacle must include:

- the nature of the obstacle – for instance structure or machinery
- distance and bearing of the obstacle from:
  - if the obstacle is within the take-off area – the start of the take-off end of the runway (if the obstacle is within the take-off area) or,
  - the ARP
- height of the obstacle in relation to the aerodrome elevation. The height of an obstacle or obstacle light is included in Item E)
- if it is a temporary obstacle – time during which it is a temporary obstacle (indicated by times specified in Items B), C) and, if applicable, Item D)).

If the OBST is permanently withdrawn, the NOTAM must include the location in latitude and longitude and the height in feet AGL. This will enable AIS to meet their responsibilities in amending charts.

OBST ERECTED	
<b>Subject:</b>	OBST CRANE
<b>Status:</b>	MARKED AND LIT
<b>Additional Info:</b>	[LAT/LONG] BRG 205 MAG 1.5NM FM ARP INFRINGES INNER HORIZONTAL SFC BY 17FT *if applicable*
<b>Summary:</b>	OBST CRANE 63FT AMSL BRG 205 MAG 1.5NM FM ARP

OBST LGT NOT AVBL	
<b>Subject:</b>	OBST LGT ON TOWER 220FT AMSL
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	[LAT/LONG] BRG 074 MAG 2.5NM FM ARP
<b>Summary:</b>	OBST LGT BRG 074 MAG 2.5NM FM ARP NOT AVBL

## 12.7 Meteorology NOTAM

MET category NOTAM will usually be originated by the Bureau of Meteorology (BoM). Exceptions to this rule are:

- for equipment owned by the aerodrome or a third-party operator who is not the BoM, the AD operator is responsible for NOTAM origination
- for a frequency or phone number by which a service is accessed that becomes not available (e.g., during a power failure), but the service itself is still working, the AD operator is responsible for NOTAM origination

### 12.7.1 NOTAM advice

NOTAM will refer to the service/product that is not available, rather than the equipment that is not available. For example, AWIS (Aerodrome Weather Information Service) NOT AVBL rather than AWS (Automatic Weather Station) NOT AVBL, or TEMPERATURE DATA NOT AVBL rather than THERMOMETER NOT AVBL.

The Aerodrome Weather Information service (AWIS) provides a facility to access real time meteorological observations from AWS sites. The observations can be accessed via phone (AWIS) or, at selected locations, via radio transmissions (Aerodrome Weather Information Broadcasts – AWIB). However, for NOTAM purposes, both will be referred to as AWIS.

When there are multiple ways to access the AWIS and only one is affected, the status of the other must be referred to in the NOTAM.

If a service is not available, but this is indicated by solidi (///) in the text of a weather product and/or by the words 'currently not available' in a spoken weather product, a NOTAM is not required.

## 12.7.2 AWIS NOT AVBL

AWIS FREQ NOT AVBL	
<b>Subject:</b>	AD WX INFO SERVICE (AWIS) FREQ 133.25
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	AVBL VIA TEL: 02 8302 7504
<b>Summary:</b>	AWIS FREQ 133.25 NOT AVBL

## 12.8 Navigation warnings

Navigation (NAV) NOTAM will be originated by Airservices, CASA, the Military and other approved authorities.

NAV NOTAM can be issued on:

- a specific aerodrome (when the hazard is within 5NM of that aerodrome)
- a navaid (where the aerodrome is not certified but there is a navaid present) or,
- an FIR (when the hazard occurs more than 5NM from an aerodrome with a NOTAM service).

### 12.8.1 Navigation aids

All NAVAID NOTAM will be originated by Airservices or the Military except for privately owned navigational aids.

NOT RADIATING	
<b>Subject:</b>	NDB 'SHT' 212
<b>Status:</b>	NOT AVBL
<b>Additional Info:</b>	<i>*if applicable*</i>
<b>Summary:</b>	NDB 'SHT' 212 NOT AVBL

ON TEST – NOT TO BE USED FOR NAVIGATION	
<b>Subject:</b>	VOR 'ARG' 113.9
<b>Status:</b>	ON TEST, DO NOT USE
<b>Additional Info:</b>	<i>*if applicable*</i>
<b>Summary:</b>	VOR 'ARG' 113.9 ON TEST, DO NOT USE

SUBJECT TO INTERRUPTION	
<b>Subject:</b>	NDB 'LST' 230
<b>Status:</b>	SUBJ TO INTRP
<b>Additional Info:</b>	<i>*if applicable*</i>
<b>Summary:</b>	NDB 'LST' 230 SUBJ TO INTRP

PILOT MONITORED	
<b>Subject:</b>	NDB 'LST' 230
<b>Status:</b>	PILOT MONITORED
<b>Additional Info:</b>	<i>*if applicable*</i>
<b>Summary:</b>	NDB 'LST' 230 PILOT MONITORED

UNDERGOING FLIGHT CALIBRATION	
<b>Subject:</b>	VOR/DME 'ARG' 113.9/86X
<b>Status:</b>	NOT AVBL DUE FLTCH
<b>Additional Info:</b>	DO NOT USE, FALSE INDICATIONS POSSIBLE
<b>Summary:</b>	VOR/DME 'ARG' 113.9/86X NOT AVBL DUE FLTCHK

## 12.8.2 Blasting and demolition

BLASTING	
<b>Subject:</b>	BLASTING
<b>Status:</b>	WILL TAKE PLACE
<b>Additional Info:</b>	BRG 185 MAG 5.5NM FM ARP
<b>Item F)</b>	SFC
<b>Item G)</b>	2000FT AGL
<b>Summary:</b>	BLASTING BRG 185 MAG 5.5NM FM ARP

## 12.9 Glider flying

Glider NOTAM or other Sports Aviation (SPA) will usually be originated by CASA except for those aerodromes with prior approval.

INCREASED GFY	
<b>Subject:</b>	INCREASED GFY
<b>Status:</b>	WILL TAKE PLACE
<b>Additional Info:</b>	GLIDERS AND TUGS USE GRASS STRIP WEST OF RWY 17/35 SIMULTANEOUS CONTRA CIRCUIT OPS. GLIDERS AND TUG CCTS TO THE WEST AND OTHER ACFT CCTS TO THE EAST. ACFT OTHER THAN GLIDERS AND TUGS USE RIGHT CCTS RWY 25 DURING GFY. GLIDERS MNT CTAF ***.* WI 5NM YBTH OTHERWISE MULTICOM ***.* OR GLIDING FREQ ***.* CTC AIR FOCE CADETS TEL: ****
<b>Summary:</b>	INCREASED GFY IN VCY RWY 17/35

## 12.10 Prohibited, Restricted and Danger Areas (PRD)

PRD NOTAM will be promulgated by the Military, Airservices or CASA, except for PRD areas that are owned by aerodrome operators or other authorities.

PRD NOTAM are subject to the below criteria:

- times \*\*59 and \*\*01 should not be used in NOTAM. Refer [7.7.1 Time format](#) for further information
- must be requested by the organisation listed as the authority for that PRD area in the ERSA/DAH
- the boundaries of a PRD may be temporarily amended to within the existing boundaries only (i.e., to make the area smaller)
- Item D) – must be specific date time groups, not general terms such as ‘HN’
- when activating an area for multiple time periods with the same levels and information, the preferred procedure is to request one NOTAM with multiple activation periods rather than a separate NOTAM for each activation
- all PRD activations must have the heights specified in AMSL.

### 12.10.1 PRD activation

If a NOTAM is to be issued on an individual Restricted or Danger Area, that area will be listed as the location in Item A) and then referred to again in Item E).

RESTRICTED/DANGER AREA ACTIVATION	
<b>Subject:</b>	R330A
<b>Status:</b>	ACT (RA3)
<b>Additional Info:</b>	DUE MIL FLYING
<b>Item F)</b>	SFC
<b>Item G)</b>	2500FT AMSL
<b>Summary:</b>	R330A ACT (RA3) DUE MIL FLYING



## 13 Definitions

Within this document, the following abbreviations will be used:

Term	Definition
AD	Aerodrome
ADO	Aeronautical Data Originator
AIP	Aeronautical Information Package/Publication
AIP SUP	AIP Supplement
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Services
ALA	Aircraft Landing Area
ARP	Aerodrome Reference Point
ATS	Air Traffic Services
AVBL	Available
AVFAX	
AWIB	Aerodrome Weather Information Broadcast
AWIS	Aerodrome Weather Information Service
AWS	Automatic Weather Station
BoM	Bureau of Meteorology
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
CTAF	Common Traffic Advisory Frequency
DAH	Designated Airspace Handbook
DCR	Data Change Request
DPS	Data Product Specification
DTG	Date-time-group
ERSA	En Route Supplement Australia
EXC	Except
FIR	Flight Information Region
FL	Flight Level
HJ	Hours of Day
HN	Hours of Night
IAIP	Integrated Aeronautical Information Package
ICAO	International Civil Aviation Organisation

<b>Term</b>	<b>Definition</b>
NAIPS	National Aeronautical Information Processing System
NAV	Navigation
NAVAID	Navigation Aid
NIS	NAIPS Internet Service
NOF	NOTAM Office
NOTAM	Notice to Airmen
NOTAMC	NOTAM Cancellation
NOTAMN	NOTAM New
NOTAMR	NOTAM Replacement
NWS	NOTAM Web Service
OBST	Obstacle
OLS	Obstacle Limitation Surface
PERM	Permanent
PRD	Prohibited, Restricted and Danger Area
RDS	Runway Distance Supplement
SPFIB	Special Pre-Flight Information Bulletin
U/S	Unserviceable
UTC	Universal Coordinated Time
WIE	With Immediate Effect

## Appendix A Time conversion chart

STANDARD TIME				DAYLIGHT SAVINGS		
	EST	CST	WST		EDT	CDT
UTC	QLD, NSW VIC, ACT TAS	NT, SA	WA	UTC	NSW, VIC, ACT, TAS	SA
0000	1000	0930	0800	0000	1100	1030
0100	1100	1030	0900	0100	1200	1130
0200	1200	1130	1000	0200	1300	1230
0300	1300	1230	1100	0300	1400	1330
0400	1400	1330	1200	0400	1500	1430
0500	1500	1430	1300	0500	1600	1530
0600	1600	1530	1400	0600	1700	1630
0700	1700	1630	1500	0700	1800	1730
0800	1800	1730	1600	0800	1900	1830
0900	1900	1830	1700	0900	2000	1930
1000	2000	1930	1800	1000	2100	2030
1100	2100	2030	1900	1100	2200	2130
1200	2200	2130	2000	1200	2300	2230
1300	2300	2230	2100	1300	0000	2330
1400	0000	2330	2200	1400	0100	0030
1500	0100	0030	2300	1500	0200	0130
1600	0200	0130	0000	1600	0300	0230
1700	0300	0230	0100	1700	0400	0330
1800	0400	0330	0200	1800	0500	0430
1900	0500	0430	0300	1900	0600	0530
2000	0600	0530	0400	2000	0700	0630
2100	0700	0630	0500	2100	0800	0730
2200	0800	0730	0600	2200	0900	0830
2300	0900	0830	0700	2300	1000	0930