

NOTAM DATA QUALITY REQUIREMENTS FOR AUSTRALIAN DEFENCE FORCE

NOTAM Data Quality Requirements for Australian Defence Force

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1 Purpose

The purpose of this document is to establish the aeronautical data and information exchange protocols between the Australian Defence Force (ADF) and the NOTAM Office for the issuance, replacement and cancellation of NOTAM as part of the Integrated Aeronautical Information Package (IAIP).

This document is designed to assist ADF personnel with providing aeronautical information and data in a controlled and standardised manner.

This document has been developed to provide assistance for promulgation of Australian Defence Force specific NOTAM. For assistance with NOTAM relating to aerodrome operations, refer to [NOTAM Data Quality Requirements for Aerodrome Operators \(C-MAN0276\)](#).

2 NOTAM Office Contact Details

2.1 Advice of Errors

Due to the volume of correspondence received by the NOTAM Office, users are urged to notify us of corrections or suggestions to this specification via email to: nof@airservicesaustralia.com.

2.2 Email, Telephone and Fax

Email (preferred): 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 Promulgation

A NOTAM should be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration, or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics which is to be included in an AIP Supplement (AIP SUP).

A NOTAM authorised person should request the issuance, review or cancellation of a NOTAM when:

- the request meets any of the circumstances mentioned in Annex 15 to the Chicago Convention (refer [3.1 Circumstances for NOTAM Promulgation](#))
- required by Australian law
- it is deemed necessary in the interest of aviation safety.

3.1 Circumstances for NOTAM Promulgation

As per Annex 15 to the Chicago Convention, NOTAM should be originated in 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
- establishment, withdrawal or significant changes to procedures for air navigation services
- occurrence or correction of major defects or impediments in the manoeuvring area
- changes to and limitations on availability of fuel, oil and oxygen
- major changes to search and rescue facilities and services available
- establishment, withdrawal or return to operation of hazard beacons marking obstacles to air navigation
- presence of hazards which affect air navigation (including obstacles, military exercises, displays, fireworks, sky lanterns, rocket debris, races and major parachuting events outside promulgated sites)

- planned laser emissions, laser displays and search lights if pilots' night vision is likely to be impaired
- 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
- establishment or discontinuance of areas or routes or portions thereof where the possibility of interception exists and where the maintenance of guard on the VHF emergency frequency 121.5 MHz is required
- 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
- implementation of short-term contingency measures in cases of disruption, or partial disruption, of ATS and related supporting services.

3.2 Circumstances Not to be Promulgated by NOTAM

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
- partial temporary failure of air-ground communications when suitable alternative frequencies are known to be available and are operative
- the lack of apron marshalling services and road traffic control
- the unserviceability of location, destination or other instruction signs on the aerodrome movement area
- parachuting when in uncontrolled airspace under VFR, when controlled, at promulgated sites or within danger or prohibited areas
- 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
- information about laser emissions without any operational impact and fireworks below minimum flying heights

- 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) operational hours
- other non-operational information of a similarly temporary nature.

3.3 Information Not to be Promulgated by NOTAM

A NOTAM should not contain information that:

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

4 Aeronautical Information Regulation and Control

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 data and associated publication procedures.

Airservices utilises a quarterly amendment calendar for the updating and production of the IAIP and aeronautical chart products which 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: <http://www.airservicesaustralia.com/services/aeronautical-information-and-management-services/document-amendment-calendar/>.

4.1 Permanent NOTAM

In order to be able to disseminate amendments to safety critical information published in the IAIP outside of the AIRAC cycle, it may be necessary in certain circumstances to issue a Permanent (PERM) NOTAM.

When information to be disseminated is of permanent or long term nature, and meets the promulgation criteria (refer [Appendix B PERM NOTAM Promulgation Criteria](#)), the AIS-AF should issue a PERM NOTAM to notify industry that the content is to be incorporated into the IAIP.

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.

For further guidance on the issuance of permanent NOTAM, refer to [Appendix B PERM NOTAM Promulgation Criteria](#).

5 Requesting a NOTAM

NOTAM Requests are to be submitted via the NOTAM Web Service (NWS) through the [NAIPS Internet Service \(NIS\)](#) (preferred method), or on the latest version of the NOTAM Request Form available on the Airservices website: <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.

5.1 Authorised NOTAM Originators

Emailed NOTAM requests will be accepted from any individual that provides a defence email address in the originators contact details (e.g. joe.bloggs@defence.gov.au).

NOTAM 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.

NOTAM that permanently amend aeronautical data or information published in the IAIP may only be submitted by AIS-AF (refer [4.1 Permanent NOTAM](#)).

5.2 Notification Times

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

- 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 NOF for information regarding scheduled maintenance or changes to a facility, service or aerodrome.

Non-urgent NOTAM will be processed in order of effective time (see [9.5 Item B\) – Start Period](#)). This may at times result in delays during periods of high workload in the NOTAM Office. If your NOTAM has not been issued within 24 hours since submission, contact the NOTAM Office to confirm the status of the request.

5.3 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 a NOTAM with an estimated (EST) end time has reached that time without further notification from the originator about whether it should be extended or cancelled

- 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 NOTAM originator to be available to verify the above information if required.

5.4 Checking NOTAM

It is the responsibility of the NOTAM Originator 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 NOTAM Conventions

6.1 'NOT AVBL'

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.

6.2 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.

6.3 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.

6.4 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)

6.5 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 NOTAM number, resulting in the referring 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.

6.6 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 sent internationally are as follows:

- 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.

6.7 NOTAM Times

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](#).

6.7.1 Time Format

In Australia the format for all times in NOTAM is as a 10 digit date/time group YYMMDDHHMM, where YY is the year, MM is the month, DD is the date and HHMM is the time (hour and minute) in 24 hour UTC format.

Days of the week are referenced in Australian NOTAM as the 'Local Day'. E.g. MON-WED 2300-0900 means the NOTAM is active for three days (MON, TUE and WED) from 2300z in the morning until 0900z 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.

6.7.2 Maximum Time

The maximum time that a NOTAM may be issued is for three months. If it is expected that a NOTAM will be needed for longer than three months, it should be issued with an estimated finish time. If the time is expected to go significantly beyond three months, consideration should be given to issuing a Permanent NOTAM (refer [4.1 Permanent NOTAM](#)), an [AIP SUP](#) or an [AIC](#).

Note: NOTAM regarding cranes are exempt from the above requirements.

6.7.3 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.

A Head Office (YSHO) NOTAM will be issued prior to the changeover to Daylight Saving Time to notify of the exact date and time (in UTC) that it will come into effect.

7 NOTAM Types

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

7.1 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.

7.2 NOTAMR

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

When requesting a NOTAMR, 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 [7.4 Determining Correct NOTAM Type](#).

Note: At the time of publication, the above rules do not apply to airspace activation/deactivations.

7.3 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. If you require a NOTAM to be cancelled at a future time, a NOTAMR should be originated with a confirmed finish time in Item C).

7.4 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

8 NOTAM Locations

8.1 Aerodrome

A NOTAM service is provided for certified aerodromes, registered aerodromes, military aerodromes, certain other aerodromes regulated under [CASR Part 139.D](#) and specialised helicopter operations with published terminal instrument flight procedures under [CASR Part 173](#).

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 (within 5NM of an aerodrome with a NOTAM service), on the ground or within the airspace associated with that aerodrome.

8.2 Restricted or Danger Area (e.g. R520A, R628ABC)

A NOTAM will be issued on an individual Restricted or Danger Area number if that area is not associated with a Military Airspace Group and if that area is being:

- activated
- deactivated (if published H24)
- there is a hazard occurring within it.

Note: These NOTAM must only be requested by the airspace authority. Temporary restricted or danger areas requests must be authorised [by CASA Office of Airspace Regulations \(OAR\)](#) before submission to the NOTAM Office.

8.3 Military Airspace Group (e.g. AMX, ESX)

A NOTAM will be issued on a military airspace group if a restricted or danger area within that group is being:

- activated
- deactivated
- there is a hazard occurring within in.

Note: These NOTAM must only be requested by the airspace authority.

8.4 FIR (e.g. YBBB, YMMM)

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

- location (aerodrome or navigational aid) without a NOTAM service but which meets NOTAM origination criteria
- 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 overhead or nearby not using the aerodrome. This is generally determined by CASA or Airservices.

8.5 Dual FIR (e.g. YMMM/YBBB)

A NOTAM will be issued as a dual FIR NOTAM if the conditions for an FIR NOTAM are fulfilled, and the hazard or facility extends across the FIR boundary and the affected QNH areas are shared by the boundary.

8.6 Multiple FIR

A NOTAM will be issued on both FIRs (YMMM and YBBB) if the conditions for an FIR NOTAM are fulfilled, and the hazard or facility extends across the FIR boundary, but the affected QNH areas are not shared by the boundary.

8.7 Head Office

A NOTAM will be issued as a Head Office NOTAM if it refers to procedures, rules or updates relevant to all pilots in Australian airspace.

Head Office NOTAM are requested by Airservices and Military Aeronautical Information Services (AIS) only.

9 NOTAM Request Form

9.1 Contact Details

These are essential for circumstances in which the NOTAM Office is required to contact the originator prior to issuing a NOTAM.

If a NOTAM is submitted via email the NIS User Name and NOTAM Group name of the originating NOTAM authorised person must be included on the request form.

Refer to [5.3 Verifying Information](#) and [5.1 Authorised NOTAM Originators](#) for further information.

9.2 Item A) – Location

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

Refer [8 NOTAM Locations](#) for more information.

9.3 NOTAM Type (Form Only)

NOTAMN, NOTAMR or NOTAMC.

Refer [7 NOTAM Types](#) for more information on which type of NOTAM you require depending on the desired outcome.

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

9.4 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)

9.5 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 on the NOTAM Request Form instead of a future start time. The NOTAM Office will issue the NOTAM as soon as practicable and the published NOTAM will list the publication time in Item B).

In rare circumstances, advance notice is required when the occurrence will become effective at a time in the future. In this case, enter the filing time in Item B) and commence Item E) with the abbreviation WEF (with effect from) and the implementation date/time e.g. WEF 1805181600.

Note: Item B) for a NOTAMR or NOTAMC will have a default stamp of the date and time group that the NOTAMR or NOTAMC was created. Refer [7.2 NOTAMR](#) for further information.

9.6 Item C) – End Period

Item C) 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 unless 'Estimated' (EST) is specifically selected.

If the validity 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 still be entered in Item C) and the box marked 'EST' should be selected (refer Maximum Time). The NOTAM will be published with the 10 digit date/time group in Item C) followed by 'EST'.

Refer [9.6.1 Item C\) - Estimated End Period](#) for more information regarding NOTAM with an estimated finish time.

For a NOTAM containing aeronautical data or information that is to be incorporated into the IAIP, the PERM box must be selected. The NOTAM will be published with 'PERM' in Item C) rather than a 10 digit date/time group. For more information refer [4.1 Permanent NOTAM](#).

9.6.1 Item C) – Estimated End Period

NOTAM with an estimated finish time (EST) must be replaced or cancelled prior to the finish time. It is the NOTAM Originators responsibility to contact 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:

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

To reduce the amount of NOTAM appearing in pilot briefings, if an estimated NOTAM is expected to continue for a long period of time (i.e. 1+ years), consideration should be given to submitting a PERM NOTAM and having the information incorporated into IAIP. Once the event has been resolved a second PERM NOTAM can be issued removing the information from publication. Refer to [4.1 Permanent NOTAM](#) for further information.

Note: This is not appropriate for NAVAID or frequency NOTAM, unless they are being decommissioned, due to the potential impact on aeronautical charts and instrument approaches.

9.7 Item D) – Hours of Activation

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).

9.8 Item E) – NOTAM Text

This field is used for the content of the NOTAM.

For guidance on NOTAM formatting requirements, refer to [10 NOTAM Formatting](#).

Refer to [3 NOTAM Promulgation](#) for guidance on circumstances that can and cannot be notified by NOTAM.

9.9 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 normally used in NOTAM regarding navigation warnings and airspace restrictions.

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

NOTAM Subject	
balloon release- meteorological or helium	PJE

NOTAM Subject	
exercises	aerobatics
air refuelling	sport flying
fireworks	air display
blasting	model flying
demolitions	mass movement of aircraft
banner towing	formation flying
rockets	hot air ballooning
burning/blowing gas	obstacle/obstacle lighting
UAV	ocular hazard
CTR activations/deactivations	PRD area activations/deactivations

10 NOTAM Formatting

The following are examples of how to write a NOTAM Item E). Contact the NOTAM Office if you would like to see a specific example included.

10.1 Navigation Aids and Precision Approach and Landing Aids

The following criteria applies for NOTAM regarding navigation aids (NAVAIDS) and precision approach and landing aids:

- If the NAVAID is co-located with an aerodrome, the NOTAM will be issued on the aerodrome
- If the NAVAID is not co-located with an aerodrome, the NOTAM will be issued on the relevant FIR.

10.1.1 Instrument Landing System (ILS)

The description of unavailability of an ILS or ILS component should be as follows:

If:	Item E) Format
The entire ILS is affected	ILS 'IDENT' {FREQ} {RWY} NOT AVBL
The Localiser is not available but the rest of the ILS components are	ILS LOC 'IDENT' {FREQ} {RWY} NOT AVBL
A co-sited DME is not available but the rest of the ILS components are	ILS DME 'IDENT' {FREQ} {RWY} NOT AVBL
The Glide Path is not available but the rest of the ILS components are	ILS GP 'IDENT' {FREQ} {RWY} NOT AVBL
The Outer Marker is not available but the rest of the ILS components are	ILS OM 'IDENT' {FREQ} {RWY} NOT AVBL

If:	Item E) Format
The Middle Marker is not available but the rest of the ILS components are	ILS MM 'IDENT' {FREQ} {RWY} NOT AVBL
The GBAS is not available	GROUND BASED AUGMENTATION SYSTEM (GBAS) NOT AVBL

Note: If a Localiser that is associated with a Glide Path is not available, the entire ILS facility should be taken as not available.

10.1.2 Navigation Aids (NAVAID)

The below information is required for promulgation of NOTAM regarding NAVAID availability:

NAVAID	Required Information	Example
NDB	Type, ident, frequency, range	NDB 'NWA' 359
DME	Type, ident, frequency, channel and runway	DME 'INA' 108.5/22X RWY 21
VOR	Type, ident, frequency	VOR 'AD' 116.4
VOR/DME	Type, ident, frequency, channel	VOR/DME 'TL' 114.1/88X
TACAN	Type, ident, frequency, channel	TAC 'EDN' 114.7/94X
LOC/DME	Type, ident, frequency, channel and runway	DME/LOC 'ICN' 109.5/32X RWY 33

Note: The NDB range will not be published in Item E) of a NOTAM, but must be provided to the NOTAM Office to ensure the correct radius is applied.

10.1.3 ILS/NAVAID NOTAM Examples

NOT RADIATING

E) NAVAID/ILS 'IDENT' 'FREQ' NOT AVBL

ON TEST

E) 'NAVAID/ILS' 'IDENT' 'FREQ' ON TEST, DO NOT USE
FALSE INDICATIONS POSSIBLE

UNDERGOING FLIGHT CHECK

E) 'NAVAID/ILS' 'IDENT' 'FREQ' UNDERGOING FLTCK, DO NOT USE

OPR WITHOUT IDENT OR WITH IDENT OF 'XP'

E) 'NAVAID/ILS' 'IDENT' 'FREQ' OPR WO IDENT or IDENT 'XP'

SUBJECT TO INTERRUPTION

E) 'NAVAID/ILS' 'IDENT' 'FREQ' SUBJ TO INTRP

PILOT MONITORED

E) 'NAVAID/ILS' 'IDENT' 'FREQ' PILOT MNT

GBAS NOT AVAILABLE

E) GROUND BASED AUGMENTATION SYSTEM (GBAS) NOT AVBL DUE CONSTELLATION AVAILABILITY

10.2 ATS NOTAM**ATS HOURS**

E) ATS HOURS
 MON 2230-0630 AND 0830-1230
 TUE 2230-0630 AND 0830-1230
 WED 2230-0630 AND 0830-1230
 THU 2230-0630 AND 0830-1230
 FRI 2230-0630
 ACTIVATION TIMES MAY VARY, CHECK ATIS FOR AIRSPACE STATUS

TWR HOURS

E) TWR ATS AMD HR
 MON-FRI 2000-1200

CTR ACT

E) CTR ACT
 MAY BE ACTIVATED/DEACTIVATED AT SHORT NOTICE
 PILOT RESPONSIBILITY TO CHECK CURRENT STATUS WITH ATS
F) SFC **G)** 8500FT AMSL

CTR DEACTIVATED

E) CTR DEACTIVATED
 SUBJECT TO RECALL AT SHORT NOTICE. CTAF PROCEDURES APPLY
 FOR FURTHER INFO TEL: ****
F) SFC **G)** 8500FT AMSL

ATIS

E) ATIS TRANSMITTING ON 135.8
E) ATIS FREQ 311 NOT AVBL

ATS FREQUENCY NOT AVBL

E) [TYPE OF ATS COM FAC] FREQ 118.3 NOT AVBL
 AVBL VIA FREQ 257.8 AND 340 (optional)

10.3 Low Jet Route NOTAM

LJR NOTAM will be issued as an FIR NOTAM (or dual-FIR/multiple FIR if necessary). LJR NOTAM will not be issued on an aerodrome or restricted area and will not be promulgated internationally.

The LJR will be activated from 30 minutes prior to the estimated low level entry time to one hour after the estimated departure from the low level portion of the flight. An expected delay of EOBT by more than one hour must be notified to the NOTAM Office.

The LJR NOTAM will only include the portion of the flight which is conducted below 5000FT and which is outside of controlled or restricted airspace.

Waypoints should be written as follows:

- place names in full; GYMPIE (not YGYM)
- bearing and distance from place names; GYMPIE 117005
- latitude and longitude; 260550S 1521100E.

LJR WITHOUT AVM

E) LJR SE QUEENSLAND/N NEW SOUTH WALES
 MIL F18 JET ACFT OPR BELOW 5000FT AGL ON THE FLW RTE:
 LISMORE 232028 (DESCENT) / GLEN INNES 036039 / GLEN INNES 349031 / GLEN INNES 301040 / GLEN INNES 310045 / AMBERLEY 215092 (ASCENT)
F) SFC G) 5000FT AGL

LJR WITH AVM

E) LJR SE QUEENSLAND/N NEW SOUTH WALES
 MIL F18 JET ACFT OPR BLW 5000FT AGL ON THE FLW RTE:
 LISMORE 232028 (DESCENT) / GLEN INNES 036039 / GLEN INNES 349031 / GLEN INNES 301040 / GLEN INNES 310045 / AMBERLEY 215092 (ASCENT)
 AVM UP TO 9000FT AGL GLEN INNES 301040
F) SFC G) 5000FT AGL

Note: LJR with AVM will have the AVM level entered into Item E).

10.4 NAV NOTAM

NAV category NOTAM can be issued on:

- a specific aerodrome (when the hazard is within 5NM of that aerodrome), or
- an FIR (when the hazard occurs more than 5NM from an aerodrome with a NOTAM service)

In addition to an FIR NOTAM, consideration must be given to issuing a NOTAM on the aerodrome if it affects flights arriving or departing that aerodrome. When issuing a NOTAM on the aerodrome, ensure the NOTAM refers to the information relevant to aerodrome operations only and is not a duplicate of the FIR NOTAM.

10.4.1 Exercises

MIL HEL LLO

E) MIL HEL LOW LEVEL OPERATIONS LEYBURN AREA
 OPR IN AN AREA BOUNDED BY [LAT/LONG] / [LAT/LONG] / [LAT/LONG] / [LAT/LONG]
 LEYBURN AREA AND TRANSIT BTN AREA AND OAKEY. NO COM
F) SFC G) 4500FT AMSL

MIL HEL OPS

E) MIL HEL OPS WI 200NM OF BRISBANE AD (YBBN) FORMATION ACFT USING LGT
 ENHANCING DEVICES AND MAY NOT DISPLAY EXTERNAL VISUAL LGT
F) SFC G) 4500FT AMSL

HIGH INTENSITY FLYING

E) HIGH INTENSITY FLYING TRAINING WI AMBERLEY CTR (YAMB) AND R625D WILL
 RESULT IN CLEARANCES IN THIS AREA SUBJ TO RESTR
F) SFC G) FL150

PJE – FIR NOTAM

E) MIL PJE OPS WI 25NM RADIUS OF COROWA AIRFIELD (YCOR)
 ACFT CS 'SNOWBIRD 3' WILL BCST 2MIN PRIOR TO DROP MELBOURNE CENTRE FREQ
 125.2 AND YCOR CTAF FREQ 132.45
F) SFC G) FL180

PJE – AD NOTAM

E) MIL PJE OPS IN VCY OF AD WI 5NM RADIUS OF PSN 3141S 11601E
F) SFC G) 10000FT AMSL

HIGH SEAS FIRING (FIR)

E) HIGH SEAS FIRING BY NAVAL FORCES

PSN: ***

RADIUS: **NM

COURSE/SPEED: ***

CIVIL AIRCRAFT OPR IN THIS AREA ARE REQUIRED TO OPR THEIR TRANSPONDER,
 WX RADAR AND RADIO ALTIMETER CONTINUOUSLY. CIVIL ACFT ARE ALSO
 REQUIRED TO MAINTAIN A CONTINUOUS LISTENING WATCH ON EMERG FREQ
 121.5MHZ AND RESPOND TO REQUESTS FOR IDENTIFICATION. ACFT UNABLE TO
 COMPLY ARE REQUIRED TO AVOID THE AREA. SHIP NOT EQUIPPED WITH HEIGHT
 FINDING RADAR. FIRINGS WILL NOT TAKE PLACE INSIDE 10NM OF KNOWN AIRLANES
 OR AIR ACTIVITY.

F) SFC G) *FL**

10.4.2 Unmanned Aircraft

The term UA (Unmanned Aircraft) must be used in NOTAM as the abbreviations 'RPA', 'RPAS' and 'UAV' are currently not approved by ICAO.

UA NOTAM will be issued on either:

- an AD - if the UA activity will be occurring within the lateral confines of the CTR
- the Brisbane FIR (YBBB) or Melbourne FIR (YMMM), or both - if the UA activity is occurring outside of the lateral confines of the CTR but remains within the controlling authorities published airspace limits.

Activation times should be as specific as possible, so that inactivity is not included. This reduces the impact to other airspace users (refer [9.7 Item D\) – Hours of Activation](#)).

The text of the NOTAM in Item E) will need to include the following:

- the maximum all up weight and type (multirotor, fixed wing etc.) of the UA (to allow other airspace users an indication of the size)
- any specific identifying characteristics e.g. strobe, high visibility markings, fluorescent paint, reflective surfaces etc.
- the area of operations expressed as either:
 - a radius from a position or
 - a distance either side of a line between two positions
- details of broadcasts to be made (if required on CASA permission) and/or frequencies that will be monitored
- the operator's identification and contact number (for ATC and other airspace users who may have enquirers or need to de-conflict)

UA NOTAM will require Item F) to be SFC and Item G) level and datum (AGL, AMSL, or FL) to be specified. However, larger UA's can operate in block levels, for example F120-F150.

Note: Positions should be expressed both as a latitude/longitude and as a bearing and distance from a defined position that can be found in [ERSA](#), e.g. an AD, a NAVAID, or a VFR waypoint. The most useful points for pilots are those that are identified on charts. Smaller ALA or HLS sites which are defined in [ERSA](#) but not on charts are not recommended. If possible, reference to a registered HLS or ALA would be preferable.

10.4.2.1 UA Operating Within a Radius of Position (Preferred)

FIR NOTAM
<p>E) UA (3KG MULTI-ROTOR) OPR WI 0.5NM RADIUS OF PSN [LAT/LONG] BRG 042 MAG 25NM FM WILLIAMTOWN AD (YWLM)</p> <p>OPR WILL BCST ON FREQ ***.* 15MIN PRIOR TO LAUNCH AND AT 15MIN INTERVALS WHILST AIRBORNE</p> <p>OPR CTC TEL: ****</p> <p>F) SFC G) 450FT AMSL</p>

AD NOTAM

E) UA (MULTICOPTER BELOW 20KG) OPR WI 600M RADIUS OF PSN [LAT/LONG] BRG 270 MAG 3.9NM FM ARP OPR WILL MNT TOWER FREQ ***.*

OPR CTC TEL: ****

F) SFC **G)** 450FT AMSL

10.4.2.2 UA Operating Within Defined Points**FIR NOTAM**

E) UA (2KG KG FIXED WING, RED AND YELLOW STRIPES) OPR WI 1.5NM EITHER SIDE OF A LINE BTN PSN [LAT/LONG] BRG 135 MAG 1.5NM REDCLIFFE AD (YRED) AND [LAT/LONG] BRG 225 MAG 3NM FM YRED OPR WILL BCST ON CTAF ***.* OPR CTC TEL: ****

F) SFC **G)** 450FT AMSL

AD NOTAM

E) UA (MULTICOPTER BELOW 20KG) OPR WI 500M EITHER SIDE OF A LINE BTN PSN [LAT/LONG] BRG 135 MAG 1.5NM FM ARP AND [LAT/LONG] BRG 225 MAG 3NM FM ARP OPR WILL MNT TWR FREQ ***.* OPR CTC TEL: ****

F) SFC **G)** 450FT AMSL

10.5 PRD NOTAM

- Times **59 and **01 should not be used in NOTAM. Refer [6.7.1 Time Format](#) for further information.
- If it is an existing restricted area (RA) or danger area (DA) listed in the [DAH/ERSA](#), it may be issued on Military or Civil airspace without specific OAR instrument.
- Must be requested by the organisation listed as the authority for that PRD area in the [ERSA/DAH](#).
- Temporary RA's or DA's must have OAR approval.
- The boundaries of a PRD may be temporarily amended to within the existing boundaries only (i.e. to make the area smaller). ADF personnel are advised to contact the Military OAR Liaison if amending boundaries to ensure the appropriate buffers have been applied.
- All PRD require Item F) and Item G) to be entered.
- Information entered in Item D) (refer [9.7 Item D\) – Hours of Activation](#)) and Item E) (refer below) must be in the correct format as this information is used to create the Restricted Area Briefing available via NAIPS
- 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 time period
- all PRD activations must have the heights specified in AMSL.

10.5.1 PRD and Public Holidays

PRD activations that refers to public holidays, i.e. MON-FRI EXC PH will only refer to the national holidays as specified in [AIP GEN](#).

Event	Public Holiday Dates
New Year's Day	1 st January
Australia Day	26 th January
Good Friday	Friday before Easter Sunday
Easter Monday	Monday after Easter Sunday
ANZAC Day	25 th April
Queen's Birthdays	Usually second Monday in June (except WA)
Christmas Day	25 th December
Boxing Day	26 th December

When New Year's Day, Australia Day, Christmas Day or Boxing Day falls on a Saturday or Sunday, the next working day is declared the Public Holiday. In these instances both the actual day and the following declared Public Holiday are considered Public Holiday's for PRD purposes.

Airspace closures due to Local Council or State Public Holiday's must be deactivated by NOTAM.

10.5.2 PRD Activation/Deactivation NOTAM Examples

10.5.2.1 Single PRD Area

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).

If a NOTAM is to be issued on an individual Restricted or Danger Area which is part of an Airspace Group, the Airspace Group will be listed as the location in Item A) and the individual area referred to in Item B).

SINGLE PRD AREA – NOT PART OF AN AIRSPACE GROUP
A) R289B E) R289B ACT (RA3) DUE MIL NON-FLYING F) 2500FT AMSL G) 7000FT AMSL

SINGLE PRD AREA – PART OF AN AIRSPACE GROUP
A) SBX E) R680 ACT (RA2) DUE MIL FLYING F) SFC G) FL120

10.5.2.2 Multiple PRD Areas - Part of an Airspace Group

If multiple Restricted or Danger Areas which are part of the same airspace group are to be activated via NOTAM, they will need to be issued as separate NOTAM as above, unless:

- they share the same lateral dimensions and are immediately on top of each other
- their lateral boundaries are adjoining and they have the same upper and lower limits.

These areas will have the same restricted or danger area number, but with multiple letters, e.g. R265ABCD.

In these cases they may be activated by the one NOTAM listing all the areas activated, with the lowest level of the lowest area as the lower limit in Item F) and, and the highest level of the highest area as the upper limit in Item G).

MULTIPLE PRD AREAS
A) LNX E) R146ABC ACT (RA2) DUE MIL FLYING F) SFC G) FL700

10.5.2.3 Partial Activations

Individual Restricted or Danger Areas can be partially activated with amended lateral and/or vertical specifications, as long as they remain within the current limits published in the [ERSA](#) and [DAH](#). Any variations beyond the published criteria must be approved by the OAR.

PARTIAL ACTIVATION – NO AIP SUP
A) PEX E) R155A PARTIAL ACT (RA2) WI 10NM RADIUS PEARCE AD F) SFC G) FL700

PARTIAL ACT – WITH AIP SUP
A) DSX E) R264EFG PARTIAL ACT 'TANK' REFER TO AIP SUP H42/19 'DIAMOND STORM 2019' F) FL200 G) FL600

11 Definitions

Within this document, the following abbreviations will be used:

Term	Definition
AGL	Above Ground Level
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Package/Publication
AIP SUP	AIP Supplement
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Service
AIS-AF	Aeronautical Information Service – Air Force
ALA	Aircraft Landing Area
AMSL	Above Mean Sea Level
ATS	Air Traffic Services
AVM	Abrupt Vertical Manoeuvres
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
CNS	Communications, Navigation and Surveillance
CTR	Control Zone
DAH	Designated Airspace Handbook
DAP	Departure and Approach Procedures
DME	Distance Measuring Equipment
EOBT	Estimated Off-Blocks Time
ERSA	En Route Supplement Australia
EST	Estimated
FIR	Flight Information Region
FL	Flight Level
GBAS	Ground Based Augmentation System
GP	Glide Path
HJ	Hours of Day
HLS	Helicopter Landing Site
HN	Hours of Night
IAIP	Integrated Aeronautical Information Publication
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System

Term	Definition
LJR	Low Jet Route
LOC	Localiser
MET	Meteorology
MM	Middle Marker
NAIPS	National Aeronautical Information Processing System
NAV	Navigation
NAVAID	Navigation Aids
NDB	Non-Directional Radio Beacon
NIS	NAIPS Internet Service
NOTAM	Notice to Airmen
NOTAMC	Cancellation NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacement NOTAM
NWS	NOTAM Web Service
OAR	Office of Airspace Regulation
OM	Outer Marker
PERM	Permanent
PH	Public Holiday
PJE	Parachute Jumping Exercises
PRD	Prohibited, Restricted and Danger Areas
SAR	Search and Rescue
SFC	Surface
TACAN	UHF Tactical Air Navigation Aid
UA	Unmanned Aircraft
UTC	Universal Coordinated Time
VOR	VHF Omnidirectional Radio Range
WEF	With Effect From
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

Appendix B PERM NOTAM Promulgation Criteria

The below table should be used to determine whether requests to permanently amend aeronautical information or data published in the IAIP may be amended via the issuance of a permanent NOTAM or whether a Data Change Request (DCR) to docs.amend@airservicesaustralia is sufficient.

Note: Only the listed custodian in the below table may request changes to the aeronautical information and data that they are the custodian for.

En Route Supplement Australia (ERSA)				
Section	Data/Information to be included	NOTAM	Custodian	*Notes
Name		YES	ADR OPR	
Elevation	<ul style="list-style-type: none"> The highest point of the landing area AMSL Shown in FT ELEV at sea level, is indicated as 00 ELEV below sea level, a minus sign will precede the figure 	YES*	AD OPR	<ul style="list-style-type: none"> Changes above 20FT for AD with Instrument Approaches Changes above 100FT for all other AD
AVFAX Code		NO	AD OPR	
State		NO	AD OPR	
UTC Time Conversion	The number of hours to be added to UTC to obtain the standard time applicable at the location	NO	AD OPR	
Location Identifier	The 3, 4 or 5 letter aeronautical code	YES*	AD OPR	Usually changed in conjunction with AD Name
Geographic Location	Location of ARP in degrees, minutes and seconds	YES*	AD OPR	Only if displacement is more than 0.5NM ARP coordinates provided must be converted to WGS84 format
Magnetic Variation	Variation shown in degrees magnetic, rounded to the nearest whole number	NO	AD OPR	
Aerodrome Type	Status of AD as per ERSA Intro	YES*	CASA or AD OPR	Consultation with AIS Data is required prior to publication
Contact details	<ul style="list-style-type: none"> Address Phone number Email address Website Fax number (if applicable) 	YES*	AD OPR	NOTAM can be accepted: <ul style="list-style-type: none"> If ARO contact details have changed If AD is PPR and contact details have changed

En Route Supplement Australia (ERSA)				
AD Diagram	<ul style="list-style-type: none"> • RWY Designators • RWY Length • Apron/Taxiway layout • RWY Strip and surface type • BRG and distance to nearest town • Wind Indicators (including illuminated) • ARP 	NO	AD OPR	
Remarks	<ul style="list-style-type: none"> • Fees/Charges • Types of operations allowed and permission required • Security restrictions • Operational hours 	NO	AD OPR	
Handling Services and Facilities	<ul style="list-style-type: none"> • Fuel/Oil types and remarks (hours, payment details, contact information) • Hanger space for visiting aircraft • Repair facilities for visiting aircraft 	YES*	AD OPR	Only details of fuel available and fuel providers. All other entries are not NOTAMable
UNICOM/CA/GRS		YES	AD OPR	
Passenger Facilities	<ul style="list-style-type: none"> • As per ERSa INTRO • Remarks 	NO	AD OPR	
Aprons and Taxiways	<ul style="list-style-type: none"> • Apron Surface and Strength • Taxiway width, surface and strength • Remarks 	YES	AD OPR	
Surface Movement and Guidance	<ul style="list-style-type: none"> • Use of Aircraft Stand IDs • TWY guidelines • Docking Systems • RWY and TWY markings • Stop Bars • Remarks 	NO	AD OPR	
Rescue and Fire Fighting Services	<ul style="list-style-type: none"> • Aerodrome Category for Fire Fighting and Operational Hours • Rescue equipment • Remarks 	YES	ARFFS	
Aerodrome Obstacles	<ul style="list-style-type: none"> • Obstacle ID/Designation (if applicable) • Obstacle type • Obstacle position • Elevation • Marking, type, colour • Remarks 	YES*	AD OPR	<p>NOTAM must be published:</p> <ul style="list-style-type: none"> • All new or dismantled OBST above 300FT AGL • If a charted obstacle (300FT or above) is modified • Any OBST infringing the OLS of an AD • Any OBST LGT changes <p>Threshold coordinates provided must be converted to WGS84 format</p>
Meteorological Info Provided	<ul style="list-style-type: none"> • AWIS/ATIS frequency and phone numbers • METER/SPECI • Fault reporting 	YES*	BoM or AD OPR	All NOTAM to be raised by the BoM except for privately owned equipment

En Route Supplement Australia (ERSA)				
Physical Characteristics	<ul style="list-style-type: none"> • RWY Designation • Bearing • Dimensions (length x width) • Strength (PCN) • Slope • Remarks • Arrestor Barriers (MIL only) 	YES	AD OPR	
Aerodrome and Approach Lighting	<ul style="list-style-type: none"> • RWY Designation • Light type • VASIS (MEHT) PAPI • Remarks 	YES	AD OPR	
Other Lighting	<ul style="list-style-type: none"> • ABN location, characteristics and hours of operation • TWY edge and CL lighting • Secondary power supply/switch over time • Remarks 	YES	AD OPR	
ATS Communication Facilities	<ul style="list-style-type: none"> • Designation • Call sign • Tower Hours • Channel/frequency • Remarks 	YES	<ul style="list-style-type: none"> • Civil AD – AA (ATSI) • ADF AD – AIS-AF 	
Radio Navigation and Landing Aids	<ul style="list-style-type: none"> • Type • ID • Frequency • LAT/LONG • Remarks 	YES*	AA (ATSI) or AD OPR	<p>All NOTAM to be raised by AA except for privately owned equipment.</p> <p>Threshold coordinates provided must be converted to WGS84 format.</p>
Local Traffic Regulations <i>Note: Relating to movements/operations on the <u>ground</u></i>	<ul style="list-style-type: none"> • Parking bays • Taxiing and taxi clearance • Operation/restriction of large aircraft • Marshaller/Towing assistance • Engine power/idle power • Engine start-up and use of APU • Fuel spillage • Low Visibility Facilities • Precautions during extreme weather • School and training flights • Weight/turning restrictions 	NO*	<ul style="list-style-type: none"> • CTA – AD OPR • OCTA – CASA or AD OPR 	
Flight Procedures <i>Note: Relating to movements/operations in the <u>air</u></i>	<ul style="list-style-type: none"> • ATC/ATS related information • Radar approaches • Communication failure • Low Visibility Operations/Procedures • Information regarding circuits • Information regarding parachuting, ultra-light, gliding and Unmanned Aircraft System (UAS) operations 	YES	<ul style="list-style-type: none"> • CTA – AA (ATSI) • OCTA – CASA • ADF AD – AIS-AF 	
CTAF - AFRU	<ul style="list-style-type: none"> • CTAF (with AFRU if applicable) frequency • Remarks 	YES	CASA	

En Route Supplement Australia (ERSA)				
Noise Abatement Procedures	<ul style="list-style-type: none"> • NAP as per aircraft size/weight and propulsion • Use of RWY – day/night • Restrictions 	NO	<ul style="list-style-type: none"> • CTA – AA (ATSI) • OCTA - CASA 	
Additional Information	<ul style="list-style-type: none"> • Bird/animal hazards • Charts other than those listed below • Weather balloon launches • Blasting information (CASA) 	YES	<ul style="list-style-type: none"> • CTA – AA (ATSI) • GND – AD OPR • OCTA - CASA 	
Charts Related to the Aerodrome	<ul style="list-style-type: none"> • Precision approach/obstacle charts (as supplied by ARO) • DAP Procedures • WAC <p><i>Note: No other chart information, i.e. AIP Charts or local specific charts is to be published, but can be included in Additional Info</i></p>	NO	AD OPR	
Runway Distance Supplement	<ul style="list-style-type: none"> • RWY Designator • CN • TORA/TODA/ASDA/LDA • STODA • TWY Intersection Declared Distances • Arrestor Barrier Info (Military only) 	YES*	AD OPR	NOTAM must meet the following criteria: <ul style="list-style-type: none"> • Length – decreases by 10M or increases by 30M or more • Width – any change • TODA gradient – changes by 0.05% or more