ICAO NOTAM Briefing

MEETING 15-01

Lynette Jamison, AJR-B11, briefed the issue. Lynette discussed the ongoing transition of the FAA NOTAM system to the Federal Notam System (FNS), an ICAO compliant NOTAM system. The goal is to harmonize the NOTAM system and for it to be fully converted to the ICAO based system by 2020. The NOTAM office is working with various stakeholders to gain feedback and input on the new system.

Lynette discussed how the budget of the NOTAM office is changing. The new model requires the proponent office in the FAA to fund their requested changes to the system. This change took place in January 2015.

Lynette will provide updates as warranted during the course of the transition of the NOTAM system.

MEETING 15-02

Ernie Bilotto, AJR-B11, briefed the issue. Ernie discussed the ongoing transition of the FAA NOTAM system to the ICAO compliant Federal NOTAM System (FNS). Ernie highlighted two changes to the system that are to take affect by the end of CY2015. The first is a change to how international NOTAMs pertaining to hazardous areas are issued. The NOTAM identifier will be changed from KZZZ to KIZC on 1 November 2015. This change will make these NOTAMs easier to sort and identify. There are approximately 20 subject NOTAMs in the system currently and all will be migrated to the new identifier.

The second change to the NOTAM system, captured in FAA NOTAM Order JO Order 7930.2, version Q, effective 15 December 2015, requires that Estimated Time of Cancelation (EST) NOTAMS be subject to auto cancellation to better align with ICAO practices. At this same time, the few remaining Until Further Notice (UFN) NOTAMs will be cancelled and either republished with effective dates or permanently removed.

Ernie stated that the next version of the NOTAM order, version R, has an expected publication date of September 2016 and subsequent updates to the order are anticipated every 7 months.

Lev Prichard, APA, expressed concern over the volume of NOTAMs that pilots must deal with and how problematic that has become. Lev emphasized that the huge volume of NOTAMs in the system can result in a pilot missing important information. Ernie responded that they understand the problem, but the volume pilots are seeing is due in part by the airlines requesting to have as much information available as possible. A balance between supplying all pertinent information and over populating the NOTAM system is a known dilemma.

Rich Boll, NBAA, commented that part of the issue is the lack of an ability to properly sort NOTAMs. Rich suggested that NOTAM search engines, such as [NOTAM Search](#) are available and helpful.

Ernie suggested the formation of a workgroup comprised of industry stakeholders and the FAA. A workgroup signup sheet was circulated and supplied to Ernie so that a workgroup, independent and not sanctioned by the ACF, could be established by the NOTAM Office.

ACTION: Office of NOTAMs will provide future updates to the ACF as warranted.

MEETING 16-01

Lynette Jamison, FAA/AJR-B11, announced that Jerry Torres is the new manager of the U.S. NOTAM Office Operations and Policy Group. Lynette stated that work continues on modernizing NOTAMs with implementation of new NOTAM policy. She anticipates providing a more detailed presentation at the next ACF.

ACTION: NOTAM Offices will provide an update at the next ACF.

MEETING 16-02

Jerry Torres, FAA/AJR-B11, [provided an update](#) on the NOTAM modernization efforts. Jerry stated that the NOTAM Office is still working on full migration of the NOTAM system from an analog based system to a digital system ([See Slide #4](#)). Jerry then provided an update on the Take Off and Landing Performance Assessment (TALPA) program ([See Slide #5](#)) and an overview of the International Air Transport Association (IATA) workshop ([See Slide #6](#)).

Rich Boll, NBAA, inquired about the outcome of discussions regarding obstacle information in NOTAMs. Jerry stated that a 1-800 telephone number is available, but that the NOTAM office continues to encounter challenges making the information available in a one-stop-shop. Rich commented that the process for a pilot to properly access obstruction information is convoluted and overly complex. Rich emphasized how important having obstruction information is for those operating under Part 135. Tom Schneider, FAA/AFS-420, stated that the FAA now includes the Obstruction Evaluation/Airport Airspace Analysis (OEAAA) identification number in obstruction NOTAMs so that the detailed information can be looked up. Rich stated that, in his opinion, access to the OEAAA number is not enough and pilots need to have the specific latitude and longitude information for each obstacle in the NOTAM. Rune Duke, AOPA, also agreed with Rich Boll's request and stated that he would like to participate in the next workshop.

Valerie Watson, FAA/AJV-553, asked about the status of 224 day NOTAMs, specifically if the practice of renewing 224 day NOTAMs is to be prohibited. Tom Schneider stated that a Safety Risk Management (SRM) study must be conducted prior to a final decision on the issue.

ACTION: US NOTAM Office, FAA/AJR-B11, will provide future updates to the ACF as warranted.

MEETING 17-01

Meeting was cancelled.

MEETING 17-02

Lynette (Jamison) McSpadden, FAA/AJR-B11, provided a presentation on several items that US NOTAM office is involved in. She provided an update on the status of the US NOTAM System migration to the Federal NOTAM System, the goal of which is to create a single authoritative source for NOTAM entry and dissemination. She described some of the recent revisions which include NOTAM origination service for Temporary Flight Restrictions (TFRs). NOTAM Search is being updated to so that it can graphically display TFRs. Work is also being done on the automation of construction notices. Additionally, Lynette reported that there has been an increased standardization of NOTAMs, that 80% of NOTAMs are now available digitally and announced that there is now public, historical access to the past three years of archived NOTAMs.

Lynette then provided an update on the Take Off and Landing Performance Assessment (TALPA) Program. TALPA has been in place over a year and they are now looking for improvements. She stated that there will be no changes for this winter, but next year there will be policy and software changes as a result of pilot input. They will also be working on more outreach and education to the pilot community. Rich Boll, NBAA, stated that NBAA is in the process of putting out 5 training videos on how pilots can utilize TALPA. The videos will be available via the NBAA website and YouTube channel before the 2017/18 winter season starts.

Lynette then provided an update on the NOTAM Office involvement in the FAA/International Air Transport Association (IATA) meeting. She stated that her office provided a briefing on US NOTAMs and is interacting with IATA regarding international concerns.

Lynette then spoke about the Air Traffic Organization (ATO) Top 5 efforts. She stated that two of the top five safety initiatives pertain to NOTAM issues. In response, a task force has been created. One of the goals of that group is to work with stakeholders to look at reducing the number of NOTAMs.

MEETING 18-01

No briefing was provided.

MEETING 18-02

Lynette McSpadden, FAA/AJR-B3, provided a presentation on behalf of US NOTAM Governance. She reported that her office has been working on an update to FAA Order 7930.2, Notices to Airmen (NOTAM), expected to be published early 2019. She highlighted that one of the changes in the new version will be ICAO compliance with contractions.

She then provided an update on the status of the Notice to Airman Publication (NTAP). She said that the plan is not to discontinue it, but to reduce it in size by removing obsolete data and data published elsewhere. She said that once other FAA documents such as the Aeronautical Information Manual, Pilot Controller Glossary, and Aeronautical Information Publication are updated, sections of the NTAP will be eliminated. She reported that FDC NOTAMS will no longer be published in the NTAP.

Lynette then provided a summary of NOTAM Task Force accomplishments. She stated that two of the Air Traffic Organization (ATO) Top 5 safety initiatives pertain to NOTAM issues. She presented 2018 accomplishments and activities (see slides 4 and 5).

She also discussed NOTAM outreach activities and how her office has been visiting airline operations centers. NOTAM issues discussed during these visits are outlined on Slides 7 and 8.

MEETING 19-01

Lynette McSpadden, FAA/AJR-B3, provided an update on the publication of FAA Order 7930.2S, Notices to Airmen (NOTAM), which became effective 10 Jan 2019. She highlighted that one of the new changes is compliance with International Civil Aviation Organization (ICAO) contractions. She stated that the Program Management Organization user acceptance testing is planned for May 2019 and that the new contractions will be updated in the software.

She then provided an update on the status of the Notice to Airman Publication (NTAP). She briefed that the plan is not to discontinue the NTAP, but to reduce it in size by removing obsolete data and data published elsewhere. She said there is currently a Safety Risk Management (SRM) study in process to establish what can safely be removed from the document. She reported that Part 3 of the NTAP, Graphic Notices, will not be removed, as this information is not published elsewhere.

She then discussed the work of the NOTAM Task Force. She said there are several workgroups that are working to identify software platforms that are touched by NOTAMs, researching necessary changes to manuals, reviewing the NOTAM processes and providing outreach regarding NOTAM modernization. She also said that Aeronautical Information Manual (AIM) updates have been written and are out for comment.

Lynette then talked about the NOTAM modernization effort, briefing that a NOTAM stakeholders meeting with Teri Bristol, FAA/AJO-0, occurred on 24 July 2018, which generated a number of recommendations. Abigail Smith, FAA/AJI-2, is leading the effort to establish a single way for entering NOTAMs into the system and for providing unified training and outreach for all federal and non-federal users.

MEETING 19-02

Representatives from the NOTAM Governance and Operations Group were not in attendance and no briefing was provided.

MEETING 20-02

John Warner, FAA/AJV-A360, provided a briefing on behalf of the U.S. NOTAM Governance office. John discussed the ongoing transition of the FAA NOTAM system to the Federal NOTAM System (FNS), an ICAO compliant NOTAM system. John discussed the details of a new ICAO format that will replace domestic NOTAMs. John pointed out that the accountability on the qualifier line is changing from the Flight Service Station boundary to the FIR boundary. He then gave a line-by-line breakdown of the revised ICAO NOTAM format. He pointed out several ways that NOTAMs will be coded to allow systems to filter and sort NOTAMs for the pilot. Jim then provided some examples to demonstrate the format changes (Slides 13 & 14).

Bill Tuccio, Garmin, asked if this is strictly a change to the data structure, and not a change to what is presented to the pilot. John responded that part of the ICAO format change is the addition of the codes that the systems can use for filtering. For the pilots, a plain language piece will remain as part of the NOTAM. Bill then asked if NOTAMs will have an expiration date in ICAO or if can they can be open-ended. John said that there is an expiration date and time.

John Barry, FAA/AIR-622, asked if GPS will be indicated in the NOTAMs. John said it is indicated within the codes provided on the "A" line of the NOTAM. John then asked how worldwide outages would be handled. Gary Bobik, FAA/AJR-B, responded that the process for those NOTAMs will not change. Such NOTAMs are submitted in the international format and will continue to be published as submitted.

Rich Boll, NBAA, asked when the change to the new format will be implemented. John said that conversion to the ICAO format is projected to occur in the 4th quarter of 2022. Rich asked if what pilots are accustomed to seeing in NOTAM text will change in the new format. John said that will depend on how the different data provider systems display the information. Rich said that he would like to see updated pilot guidance to explain the changes that are coming. John explained that his office's role is development of the ICAO compliant policy and is not involved in training.

John Collins, ForeFlight, pointed out that there are multiple FIR boundaries, e.g., high, low, surface. He asked what boundary will be used in the NOTAMs. John said he is aware of those distinctions and that those details have yet to be resolved.

Sue Walker, FAA/AFS-420, stated that according to FAA Order 7930.2S, her office is responsible for policy guidance and procedures for FDC NOTAMs. She said that she has not seen any coordination for updating the relevant orders to address ICAO format. Because FNS will be disseminating the NOTAMs in ICAO format, she asked if other systems need to be updated to accommodate those changes. She also asked what the impact will be on the 90-day NOTAMs. John was unable answer those questions.

Several ACM audience members raised concerns regarding the need for more coordination. The audience agreed that a plan for training and outreach, updated pilot guidance, and changes to FAA Orders will need to be coordinated before this change can be implemented.

MEETING 21-01

Katie Ludwig, FAA/AJV-A360, from U.S. NOTAM Governance Office briefed the ACM on the ongoing transition of the FAA NOTAM system to the Federal NOTAM System (FNS), an ICAO compliant NOTAM system. Katie discussed the details of the new ICAO format that will replace the domestic NOTAM format. Katie provided a line-by-line breakdown of the revised ICAO NOTAM format (slides 3-15). She explained that the new format provides several ways that NOTAMs will be coded to allow systems to filter, sort, and prioritize them for the pilot.

Rich Boll, NBAA, asked what the pilot will see when NOTAMs are in the new format. Katie said they are still working with system development to determine what the pilot will see. Rich stressed that this is a huge change for pilots and a lot of training, guidance, and documentation changes are going to be necessary. He also said that they will need to look at the human factors impact of these changes. Rich asked whether pilots could expect to see different NOTAM formats from different NOTAM providers in the future. Katie said that the NOTAM modernization coalition is investigating those issues.

Vince Massimini, Tetra Tech, agreed that this change is going to require a lot of pilot training. He also expressed concerns regarding the current use of the teletype mode, which results in long, all CAPS blocks of text that are difficult for pilots to decipher. Katie said the topic of lengthy NOTAMs comes up frequently and they are looking at ways to improve that.

Lev Prichard, APA, asked when the changes will be fully implemented. Katie said the goal is full implementation by the end of 2024. Lev then asked if the intent is that third party software will decode the NOTAMs or will the pilot need to decipher them. Katie said the systems will be filtering the NOTAMs. Bill Tuccio, Garmin, stated that it would be helpful if there was a standard final transformation of the data so what pilots see would be consistent.

John Collins, ForeFlight, pointed out that there are multiple FIR boundaries, e.g., high, low, surface. He asked what boundary will be used in the NOTAM system for location assignment. John Warner said he is aware of those distinctions and that those details have yet to be resolved.

Michael Stromberg, UPS, asked how the changes will be rolled out, i.e. in phases or all at once, and whether or not there would be overlap with the old system. John Warner said the coalition has been discussing these issues. He stated that the plan is to make the switch all at once and not have any overlap.

George Bland, USAF, asked if they are working with the DoD NOTAM office on these changes. Katie said that the DoD is part of the NOTAM Modernization Coalition. Cameron Korrect, NGA, stated that NGA is already using ICAO NOTAMS, listed as "W" series NOTAMS. He asked if NGA will have to adjust their series with this change. John Warner responded that they would not be making any changes to the DoD series NOTAMs. Kevin Keszler, AFFSA, verified DoD has been using ICAO NOTAMs for some time and explained that there is a forward facing interface that provides the pilot with only the information that they need. The other data is available for the system to use for filtering and sorting. Katie said that is what the FAA is working to accomplish and said there are more meetings planned with FAA and DoD in the near future.

Several ACM audience members raised concerns regarding the need for more coordination with industry stakeholders. Heidi Williams, NBAA, said that she co-chairs the AIS Industry Coalition, which is a joint industry and FAA coalition discussing topics related to the larger NOTAM system modernization effort. She stated that industry stakeholders interested in participating can contact her to be added to the coalition.

Valerie Watson, FAA/AJV-A250, suggested that when this item is briefed at the October ACM, it would be helpful if an example could be shown of what a new ICAO NOTAM will look like to the pilot. She also emphasized the concerns raised by the audience regarding the need to plan for training and outreach, updated pilot guidance, and changes to FAA Orders that will all need to be coordinated before this change can be implemented. Valerie urged the audience members to reach out to Heidi Williams and the coalition and/or the NOTAM Governance Group with their concerns.

MEETING 21-02

Katie Ludwig, FAA/AJV-A360, briefed the audience on the Notices to Airmen (NOTAM) modernization initiative and update to NOTAM policy. She explained that the update is designed to address the FAA Reauthorization Act of 2018 and the Pilot's Bill of Rights to ensure US NOTAMs are compliant with International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs), and to reduce the overall number of NOTAMs. Katie said Change 2 of the NOTAM Order 7930.2S will be published in December 2021, is designed to reduce the number of unnecessary NOTAMs, and will lay

the foundation to publish and implement the full ICAO-compliant NOTAM order by December 2024. Early wins include adding more ICAO-compliant contractions, making Takeoff and Landing Performance Assessment (TALPA) enhancements to support the NOTAM reduction effort, prohibiting Field Condition (FICON) NOTAMs for closed runways, allowing only one FICON NOTAM per runway surface, and updating the FAA permanent (PERM) NOTAM policy so that PERM NOTAMs can be closed once the information in the NOTAM is published elsewhere.

Future updates include continued progress with ICAO compliance, working NOTAM policy to coordinate with FAA system development for ICAO implementation, and coordinating with other states who have recently converted to the ICAO format to ensure we learn from their experiences. Change 3 includes clarification of what does and does not comply with ICAO SARPs and additional guidance on PERM NOTAM issuance. Questions can be directed to the NOTAM Governance Group at the contact information provided on slide 6.

Rich Boll, NBAA, asked to confirm that the FAA is transitioning from the current domestic NOTAM format that pilots are used to seeing to an ICAO standard format for displaying NOTAMs. John Warner, FAA/AJV-A360, said yes, the FAA is transitioning to ICAO format and a digital NOTAM format that is machine readable. Rich expressed his concerns about not knowing what the new format is going to look like to pilots. Katie clarified it will be up to third party vendors how NOTAMs are displayed, but it is expected the change is likely to be largely transparent to the end user.

Jim McClay, AOPA, stated his understanding that there will be minimal impact to users. He said AOPA recently did a survey with their members on NOTAMs and asked whether users read raw or decoded NOTAMs. 82% of users indicated they read decoded NOTAMs, so AOPA hopes the change will be fairly transparent. That being said, they would like to see training/education for pilots.