

NOTAM Modernization

MEETING 20-02

Jim Linney, FAA/AJW-1, is the executive champion for FAA NOTAM Modernization and he provided a [briefing](#) on this effort. NOTAM Modernization is part of the Air Traffic Organization's (ATO) Top 5 Program that identified hazards that affect safety risk in the National Airspace System (NAS). The effort to modernize is a partnership with the FAA, industry stakeholders, and airports. The reasons behind the effort to modernize NOTAMs include a reduction in the volume of NOTAMs, an increase in clarity of NOTAM information, and NOTAM compliance with International Civil Aviation Organization (ICAO) standards ([Slide 2](#)). Jim spoke about the three goals of NOTAM Modernization ([Slide 3](#)). He stated that this effort is still a work in progress and emphasized that the training and outreach strategy will take time. Jim also explained that the work has been divided into workstreams, each with a goal and workgroups assigned ([Slide 4](#)). The transition to the Federal NOTAM System (FNS) includes the goal of a single database to house aeronautical data. Jim then highlighted some of the early successes of the modernization effort ([Slide 5](#)). Jim emphasized that the FAA is investing a lot of effort into NOTAM Modernization, and much of this effort is focused on establishing a structure that will have lasting change and will allow for continued future progress.

Heidi Williams, NBAA, stated that she has been part of the coalition as an industry stakeholder. She pointed out that, with regard to other initiatives that might be related to NOTAM Modernization, e.g., PERM NOTAMs, NBAA is working to ensure alignment with this larger NOTAM effort.

John Moore, Jeppesen, stated that, from the field, he has heard concerns regarding consistency and timeliness of NOTAMs. John said he didn't have specifics, but asked Jim for his thoughts on further coordination. Jim emphasized that although progress has been made, the work is not done and that outreach is ongoing. Heidi said that if there are specific concerns, they could be forwarded to her and she would be willing to take them to the group as the industry representative.

Bill Tuccio, Garmin, asked about the impacts of integrating ICAO standards and whether or not that is a constraint to the effort. Jim said that ICAO is not a constraint, but is a motivating force. Heidi agreed and said the group is working toward more global harmonization. Bill then asked if work was being done to add attribution data to the NOTAMs so that items not relevant can be filtered out for pilots. Heidi said that the coalition is aware of this need and is working on what they call filtering and parsing.

Doug Willey, ALPA, stated that industry would like to reexamine certain aspects of current practice. He voiced that, as an example, having a NOTAM active for two years announcing an out of service PAPI is a practice that needs improvement. Doug suggested it would be preferable to update the chart based on the NOTAM. Jim stated that this is a complex issue, but one that is being investigated.

Diane Adams-Maturo, FAA/AFS-420, asked how FDC and PNOTAMs addressing procedures are envisioned to be different under this new system. Heidi said that the types of NOTAMs that will be

available is not changing. Brian Murphy, FAA/AJV-A350, added that with regard to changes to PERM NOTAMs that address such things as airport conditions, a process improvement related to this larger effort is being researched and worked on as a separate issue that will be discussed as part of a later agenda item ([18-01-322](#)).

Jim thanked the audience and stated that any further questions could be forwarded to him.