Aeronautical Information Management

Federal Aviation Administration

Department of Defense

Modernizing the U.S. NOTAM System

Industry Day

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Why Modernize?

- **We must respond to customer concerns**
  - ICAO standardization
  - Local NOTAM accessibility
  - Data reliability, accuracy, and timeliness
  - Digital delivery of data
- **We need to operate more efficiently**
  - Resources are limited
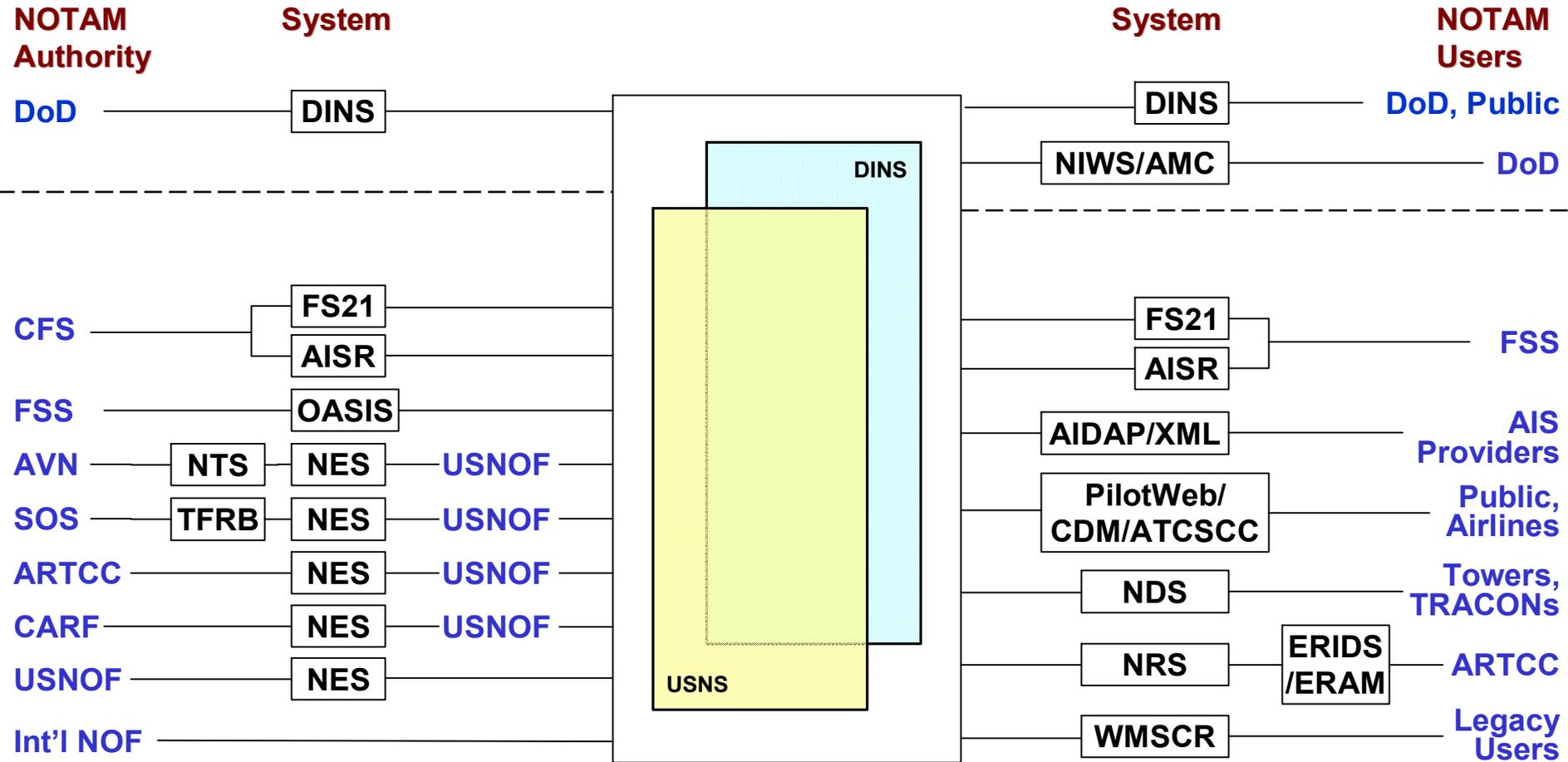 - Improved service delivery without increase in cost
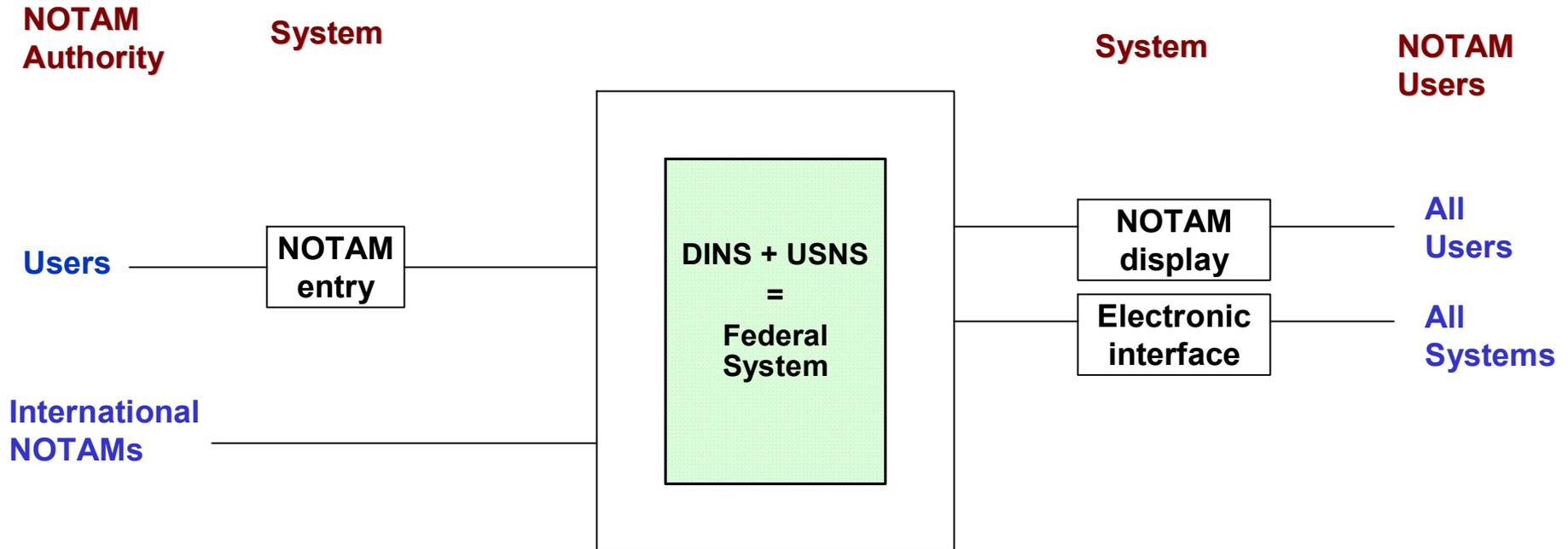
Modernization Goals

- **Improve the quality of NOTAMs**
  - Too much data; not enough meaningful information
  - NOTAMs are difficult to understand
    - Graphical depiction necessary
  - Reliability and accessibility improvements
    - Digital data exchange will enhance filtering and sorting
- **Conform to ICAO standards**
- **Provide a single source for all NOTAMs**
  - Need single collection and distribution point for all information
  - Consolidate inefficient legacy systems for improved customer service
- **Balance diverse customer needs**
  - General Aviation, Airlines, Military, ATC, International

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Today's NOTAM Environment

Future Vision

NOTAM
Authority

System

System

NOTAM
Users

Users — NOTAM entry

DINS + USNS
=
Federal
System

NOTAM display — All Users

Electronic interface — All Systems

International
NOTAMs

Federal System

- **Merge civil and military systems**
  - DINS + USNS = One Federal System
  - Single NOTAM repository and distribution source
  - Continue to support all users without disruption

- **Full ICAO implementation**
  - Take advantage of ICAO format for advanced filtering and international standardization

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Roadmap

Activity	Date	Result
Announcement	May '07	Commitment by U.S. Government to Modify NOTAM System
Initial Policy Change	Oct '07	GENOT: Align D NOTAM criteria with ICAO NOTAM criteria (eliminate L NOTAMs)
System and Policy Changes	2009	One Federal System with Full ICAO Implementation
System Enhancements	2010+	Digital (AIXM) & Graphical Capabilities

Initial Policy Change

- **Expand definition of a Distant (D) NOTAM**
  - Adopt ICAO definition for aerodrome movement area
    - Will now include taxiways and lighting
  - Today's Local NOTAMs eliminated

- **Tag information NOTAMs that are not ICAO compliant**
  - Other information that may impact aircraft operations will be tagged with (O)
  - Reduce information overload on customers

NOTAM D Examples

Today

- **Runway condition**
  - !MIV 05/123 MIV RWY 10/28 CLSD 0709021200-0709021600

Future (previously local NOTAMs)

- **Taxiway status**
  - !RDU 05/123 RDU TWY A CLSD BTWN A1, A2 TIL 0709011600
- **Ramp/Apron status**
  - !MEM 05/123 MEM RAMP PAEW FEDEX CARGO EAST
- **Lighting status**
  - !PIE 05/123 PIE TWY A CL LGTS OTS
- **Other status information**
  - !LOU 05/123 LOZ (O) CONTROLLED BURN ON NORTH SIDE OF FIELD TIL 0708302200

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Initial Implementation Activities

- **Conduct safety assessment**
  - Internal and external stakeholders
- **Continue to assess NOTAM data**
- **Perform stakeholder training/familiarization**
  - Originators, processors and users of NOTAM data
    - Military and civilian
- **Issue GENOT effective October 1, 2007**
  - Policy changes frozen by August 1, 2007

Initial Planned Improvements

- **Complete repository of U.S. NOTAMs from single source**

- **Increase in D NOTAMs; No more L NOTAMs**
  - Currently avg ~33,000 D NOTAMs/month
  - Expect avg ~4,000 new D NOTAMs/month
    - No more than 20% expected to be Other type (O)

- **International cross-over NOTAMs will also include taxiway and ramp/apron NOTAMs**

- **Standard terminology for text field**
  - !PIE 05/123 PIE **TWY** A CL LGTS OTS

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Summary

- **Align NOTAM D to ICAO definition**
- **Apply quality and safety management processes**
  - National repository for all NOTAMs
  - Standardize data formats
  - Move towards centralized NOTAM entry
- **Single federal NOTAM system**
  - Full ICAO compliance
- **Digital NOTAM exchange**
  - Data entry and distribution
  - Machine readable

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