



International Civil Aviation Organization

**The Twentieth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/20)**

Singapore, 05 – 09 July 2010

Agenda Item 8: Review developments relating to CNS/ATM implementation

**STATUS OF THE AERONAUTICAL INFORMATION MANAGEMENT DIGITAL NOTAM
PROGRAM**

(Presented by the United States of America)

SUMMARY

The purpose of this information paper is to summarize upcoming U.S. Federal Aviation Administration (FAA) NOTAM policy and procedures that will change the format of NOTAMs published by the United States.

1. INTRODUCTION

1.1 In order to increase safety and efficiency in the National Airspace System, the United States must modernize its Notice to Airmen (NOTAM) system. The transition to digital data represents one of the foundation elements of the Next Generation Air Traffic Service plan (NextGen) and improved shared situational awareness by air traffic controllers and pilots.

1.2 As part of NOTAM modernization, the FAA is updating its NOTAM policy to be consistent with ICAO standards and recommended practices. During the transition to ICAO-compatible NOTAMs, the FAA will be making incremental changes to the formatting of international NOTAMs published by the United States.

2. DISCUSSION

2.1 Until 2008, the United States NOTAM System had changed very little. The legacy system uses all upper case letters, a format unique to the United States and many United States specific contractions. All of these factors make it difficult for the international community to use United States NOTAMs.

2.2 In 2008, the United States added keywords to the first part of the NOTAM text to help group NOTAMs into categories and thus help pilots and other users to be able to review those NOTAMs which were most critical to their flight.

2.3 The United States plans to implement ICAO-compatible policy in 2012. The United States will implement the ICAO policy in two phases: Phase 1 is short term changes that begin to transition the United States to the ICAO-compatible policy. Phase 2 is the United States ICAO-compatible policy. The remainder of this document will discuss the Phase 1 changes that are proposed to be implemented in 2010.

2.4 The Phase 1 policy changes begin the transition to ICAO-compatible policy and improve the ability to sort NOTAMs. Phase 1 is expected to be implemented in 2010. Phase 1 will include the following changes:

- New keywords
- Updated time formats
- Corrected ICAO format

2.4.1 New Key Words:

The United States plans to add additional keywords to the beginning of the NOTAM text (the E line in ICAO formatted NOTAMs) that are used to improve filtering and sorting. The United States will add the following additional keywords:

- ODB – Obstacle Departure Procedure
- SID – Standard Instrument Departure
- STAR – Standard Terminal Arrival
- CHART – Charting NOTAMs
- DATA – Data set NOTAMs
- IAP – Instrument Approach Procedure
- VFP – Visual Flight Procedure
- ROUTE – Jetway, airway or other en route route
- SPECIAL –Special procedures

2.4.2 Updated time formats:

The United States will not require that a 10-digit date-time group must be used to indicate the effective time and the expiration time of a NOTAM.

EST may be used if the NOTAM duration is uncertain and a NOTAM containing EST must be canceled or replaced before the estimated end-time is reached.

PERM will be used to originate a NOTAM describing a permanent condition that will be published in a document, chart or database.

United States specific time formatting will no longer be allowed. The following contractors are no longer used:

- TIL
- UFN – Until Further Notice
- WEF – With Effect From
- WIE – With Immediate effect

The TIL, UFN, WEF and WIE are no longer needed because all United States NOTAMs will contain a start and stop date-time group.

2.4.3 Corrected ICAO format:

Currently the United States issues incorrectly formatted international NOTAMs as shown below:

A2323/10 NOTAMN

A) KJFK

B) WIE

C) UFN

E) QMXXX TWY P OBSCURED BTN TWY N AND TWY PA EDGELINE MARKING

In this NOTAM the Q line is missing and the NOTAM Selection Criteria is listed in the E line.

The United States will change to correct ICAO formatting, so the above NOTAM will be displayed as:

A2323/10 NOTAMN

Q) KZNY/QMXXX/IV/NBO/A/000/000/4125N08754W005

A) KJFK

B) 1002141700

C) 1002141800

E) TWY P OBSCURED BTN TWY N AND TWY PA EDGELINE MARKING

F) 000

G) 999

Y) *Link to the Digital NOTAM*

As discussed in the information paper provided to the Nineteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group (ATM/AIS/SAR/SG/19), the United States ICAO NOTAM format will include a (Y) field cross-referencing to the digital NOTAM.

2.5 The United States expected to complete the Phase 1 changes in 2010 or early 2011. The United States will provide an AFTN message alerting NOTAM offices to the upcoming changes at least 60 days prior to implementation.

3. CONCLUSION

3.1 The meeting is invited to:

- a) Note the information presented in this paper.
- b) The New NOTAM policy and formatting guidelines will be published at http://www.faa.gov/regulations_policies/orders_notices/. Also please direct any inquires to the United States NOTAM modernization team via e-mail to fns@faa.gov.
