



Federal Aviation  
Administration

An abstract graphic on the left side of the slide. It consists of four stylized human figures arranged in a circle, facing each other. The figures are composed of geometric shapes in various shades of blue. The entire graphic is enclosed within a large, light blue circle with several thick, dark blue curved lines around it, suggesting motion or a network.

# NOTAM System Modernization

**Presentation to the Teterboro Users Group (TUG)**

**June 17, 2020**



# Why Modernize NOTAMs?

- Safety of flight issue – volume and clarity of information
- Industry Stakeholders want a single point of contact for all AIS
- Several ATO service units and agency LOBs share responsibility and engage similar stakeholder groups and communities
- NOTAM system is not compliant with 2012 Reauthorization Requirement, called the Pilot's Bill of Rights, and now the 2018 Reauthorization, Section 394
- NOTAM format is not compliant with International Civil Aviation Organization (ICAO) standard
- The NOTAM modernization effort is part of the Air Traffic Organization (ATO) Top 5 Program



# NOTAM Modernization Goals

Align the NOTAM and aeronautical information systems under a single governing office with the authority to standardize and ensure compliance with FAA Orders and ICAO requirements

Redesign the current NOTAM information management system with single technology gateways for entering, processing, and retrieving all NOTAM data

Create a unified training and outreach strategy for federal and non-federal NOTAM users



# Workstreams, Goals, and Work Groups

## WORKSTREAMS

## GOALS

## WORKGROUPS



**EXTERNAL  
STAKEHOLDER  
ENGAGEMENT**

**Engage Stakeholders and Conduct  
Program Planning**

**Program Management**



**PROCESS  
IMPROVEMENT**

**Establish Single FAA Governing Office and Processes and  
Procedures to Ensure a Sustainable Quality Management  
System**

**Alignment of NOTAMs and AI  
Governance  
Publications  
Chart Supplement  
PERM NOTAMS**



**TECHNOLOGY  
AND DATA  
OPTIMIZATION**

**Identify Single-Source, Public Location, that is Internet-  
Accessible, Machine-Readable, Searchable, Archivable,  
Sortable, and Filterable**

**Technology Architecture  
Route Data  
Temporary Flight Restrictions (TFRs)**



**TECHNICAL  
TRAINING AND  
OUTREACH**

**Develop and Implement a Unified Training  
and Outreach Strategy**

**Training  
Outreach  
Data Optimization Summit  
Airshows and Stadium Deconfliction**



# Summary of Impacts

## Consistent

Data consistency across FAA products means stakeholders can trust that the info they have is right

## Compliant

The FAA has made concrete steps towards compliance with 2018 FAA Reauthorization Act and 2012 Pilot's Bill of Rights

## Responsive

Single FAA touchpoint for NOTAMs and AI improves how the agency interacts with and responds to industry issues and concerns



## Comprehensive

NOTAM Modernization includes all relevant aspects: processes, policy, technology, training, outreach, and related data & publications

## Trusted

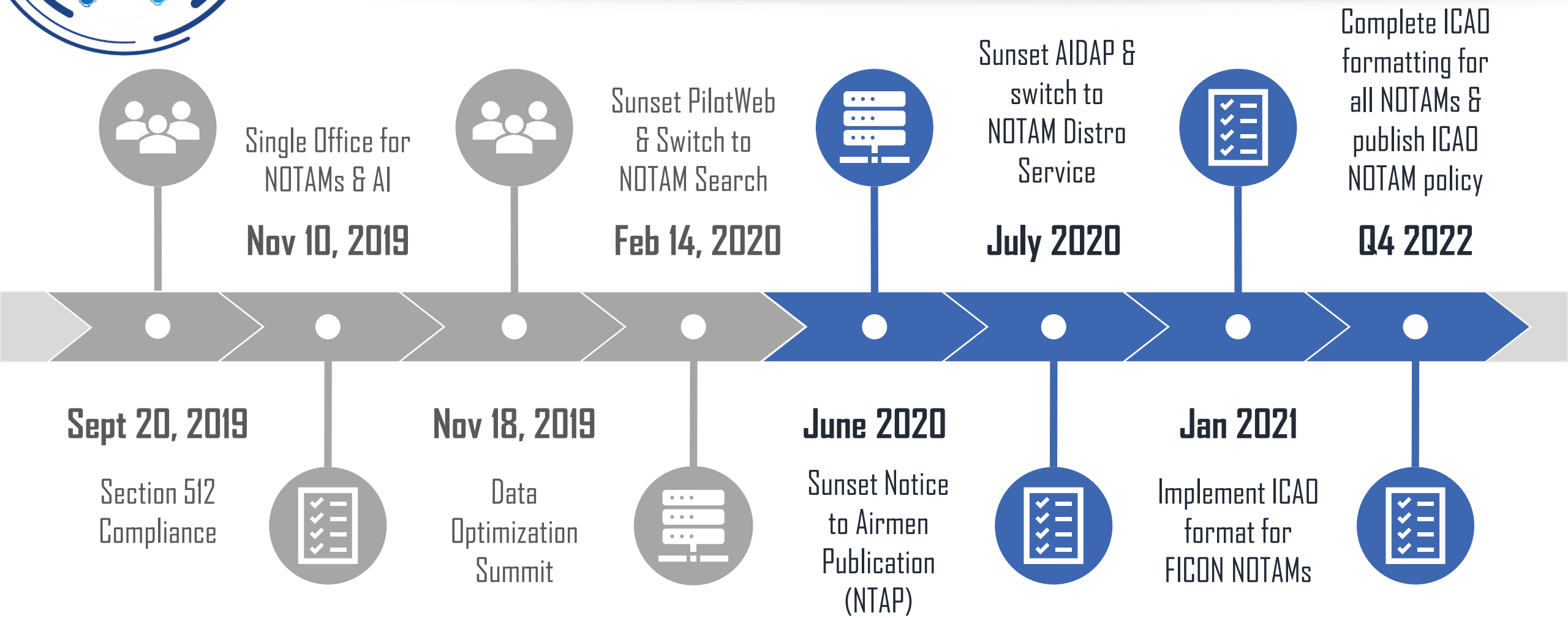
Responsiveness to industry concerns has helped build trust with aeronautical information and NOTAM stakeholders

## Simplified

Reducing redundant sources of NOTAMs and aeronautical information helps pilots find the info they need



# Timeline of Major Milestones





**Questions?**



# Backup





# Pilots Bill of Rights

## 112–153, Aug. 3, 2012

- To improve the system of providing airmen with pertinent and timely information regarding the national airspace system
- All NOTAMs to be archived, in a public central location, including original content and form of the notices, original date of publication, and any amendments to notices with date of each amendment
- Filterable so that pilots can prioritize critical flight safety
- Goals:
  - Decrease volume of NOTAMs when retrieving airman information prior to a flight in the NAS
  - Make NOTAMs more specific and relevant to airman's route and in a format more useable to the airman
  - Provide a full set of NOTAM results in addition to specific information requested by airmen
  - Provide an easily searchable document
  - Provide filtering mechanism similar to DoD NOTAMs
- The Administrator shall establish a NOTAM Improvement Panel, which shall be comprised of representatives of relevant nonprofit and not-for-profit general aviation pilot groups, to advise the Administrator in carrying out the goals of the NOTAM Improvement Program under this section
- The improvements required by this section shall be phased in as quickly as practicable and shall be completed not later than the date that is 1 year after the date of the enactment of this Act

Source: Congress.gov. Public Law 112–153, accessed April 1, 2019



# FAA Reauthorization Act of 2018

## Section 394

- No enforcement action for a NOTAM violation until Administrator certifies compliance with Section 3 of Pilot's Bill of Rights
- Continue developing and modernizing the NOTAM repository, in a public central location, to maintain and archive all NOTAMs, including the original content and form of the notices, the original date of publication, and any amendments to such notices with the date of each amendment, in a manner that is Internet-accessible, machine-readable, and searchable
- Specify the times during which temporary flight restrictions are in effect and the duration of a designation of special use airspace in a specific area
- NOTAM repository to be the sole location for airmen to check for NOTAMs
- NOTAM not considered to be announced or published until included in NOTAM repository
- Prohibition on taking action for violations of NOTAMs not in repository:
  - That NOTAM is not available through the repository before the commencement of the flight; and
  - That NOTAM is not reasonably accessible and identifiable to the airman.
  - Exception for national security – shall not apply in the case of an enforcement action for a violation of a NOTAM that directly relates to national security



# FAA Reauthorization Act of 2018

## Section 512

- Annually, Administrator works with representatives of Administration-approved air shows, the general aviation community, and stadiums and other large outdoor events and venues to identify and resolve, to the maximum extent practicable, scheduling conflicts between Administration-approved air shows and large outdoor events and venues where
  - Flight restrictions will be imposed pursuant to section 521 of title V of division F of Public Law 108–199 (118 Stat. 343); or
  - Any other restriction will be imposed pursuant to Federal Aviation Administration Flight Data Center Notice to Airmen 4/3621 (or any successor notice to airmen).