



# **International NOTAM Survey Final Report (2020)**

*Input from 2,100 pilots and dispatchers on the NOTAM problem,  
and 1,344 ideas on how to fix it.*



## What's this survey about?

[OPSGROUP](#), an organization representing Pilots and Dispatchers involved in International Flight Operations, asked the International Flight Ops community what they thought about NOTAMs.

**We know there's a problem, but what is it, and how bad is it? What ideas are there to fix it?**

With a simple rating on a 1-10 scale, we asked users to rate Notams like any other product they use, and then asked for ideas on how to improve the service.

## The results - a short snapshot

**2,094** people completed the survey in full.

**1,344** people gave ideas on how to fix it.

**72% responding were commercial pilots (1,486 people).**

**72% said that they often had an issue understanding a Notam.**

**74% said that they regularly missed critical information.**

## About the survey

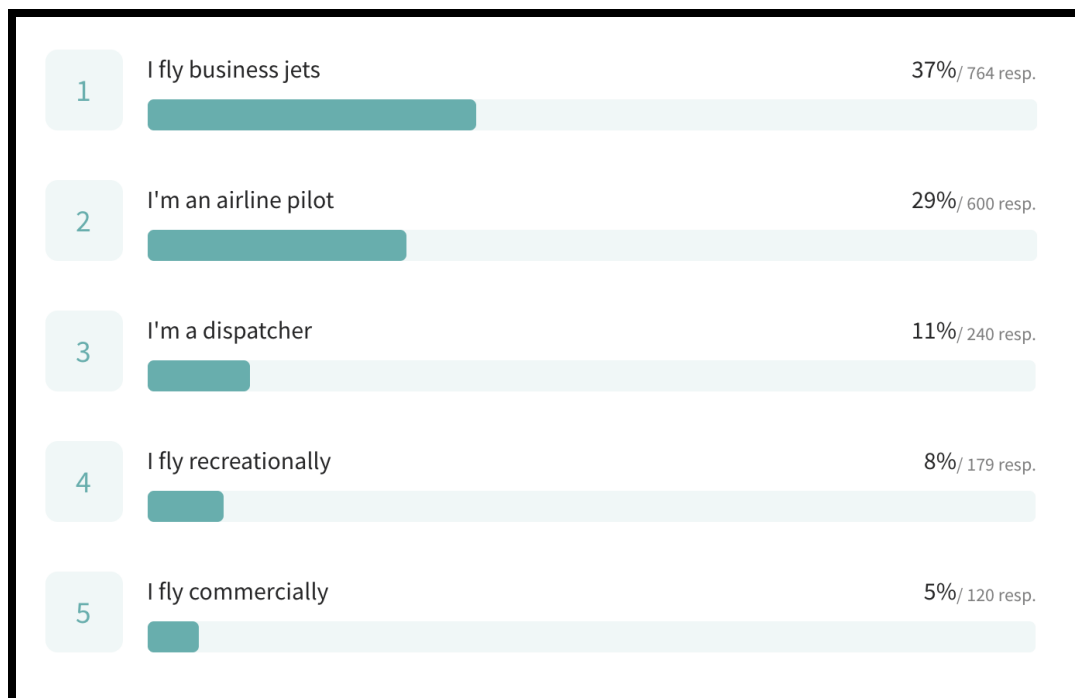
The survey was conducted through an online questionnaire using Typeform. The link was sent to airlines, aircraft operators, ATC, pilots, and dispatchers, through OPSGROUP, Social Media, and partner aviation organisations. **The survey was closed in October 2019, after 2,094 individual responses.** The final report, having sorted comments and analysed results, was completed in December 2020.



## The aim of the survey:

1. To see what pilots and dispatchers really think about Notams, and whether it is just a handful of people that don't like them, or **whether there is a wider problem**.
2. To determine **what the problem actually is**.
3. To gather ideas from the community as to **how to fix it**

## Who took part? -



### Results highlights

- 71% were Airline, Business Aviation, and other commercial pilots (Private, Government, Military transport)
- 29% were Airline Pilots (600 people)



- 37% were pilots from Business Aviation (764 people)
- 11% were Flight Dispatchers (240 people)
- 8% were recreational pilots

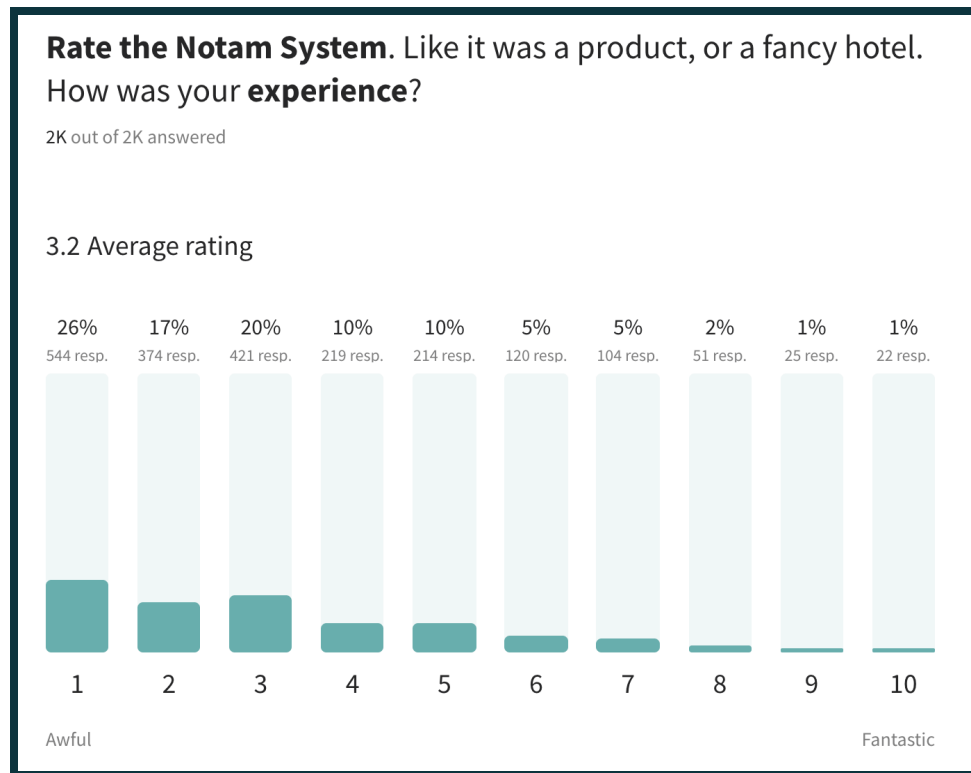
For a survey to take the pulse of the Notam system to be effective, it must predominantly include those that use the system on a daily basis in a professional capacity, because these regular users have a deeper understanding of the problems and difficulties with NOTAMs.

One of the key problems is an extremely long (50-100 pages) briefing package, which is **of most impact to medium and long haul international operators**. At the same time, having full input from all users is important to ensure that we don't leave users behind with any changes that result.



## Q1: The satisfaction rating

The first question was designed to see **how happy** users were with the current system, to put some kind of number on just how good or bad it is.



### Results

- The average satisfaction rating was **3.2 out of 10**.
- 26% rated it a 1 out of 10.
- 83% rated it a 5 or less.

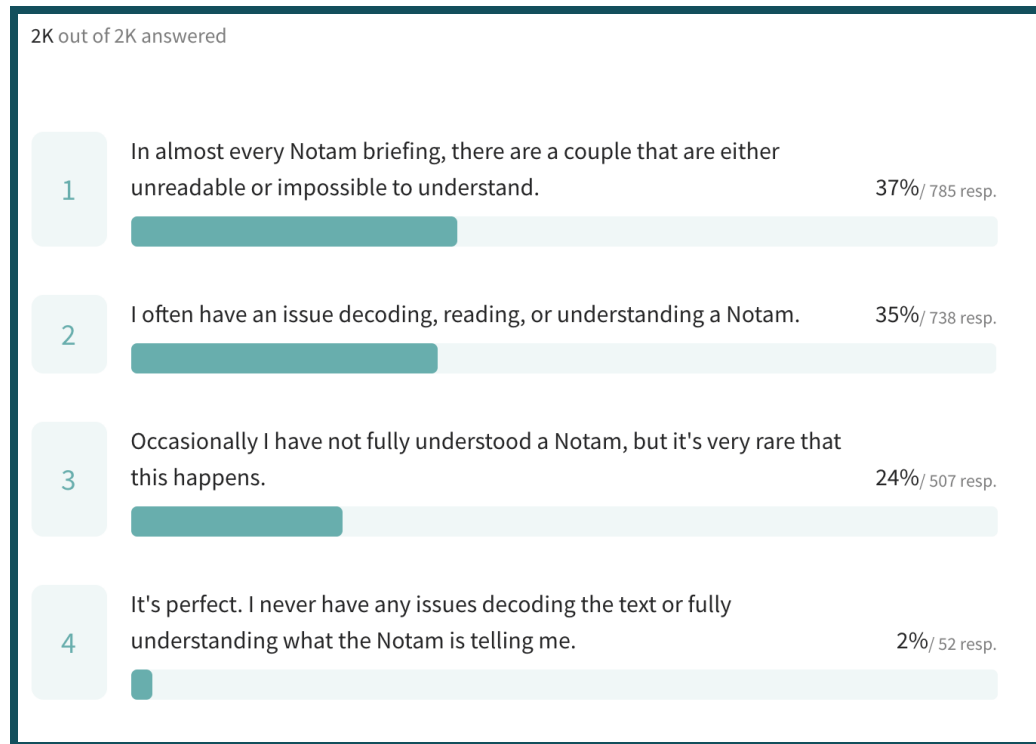
Consider for a moment whether you would stay in a hotel that had a 3.2 rating on Booking.com, or buy a product that 2100 people had rated 3.2 out of 10.

**We can quickly draw the conclusion that this rating indicates a big problem exists.**



## Q2: The current system - reading and understanding

The question was **First, tell us how easy it is to read and understand. Choose one:**



### Results

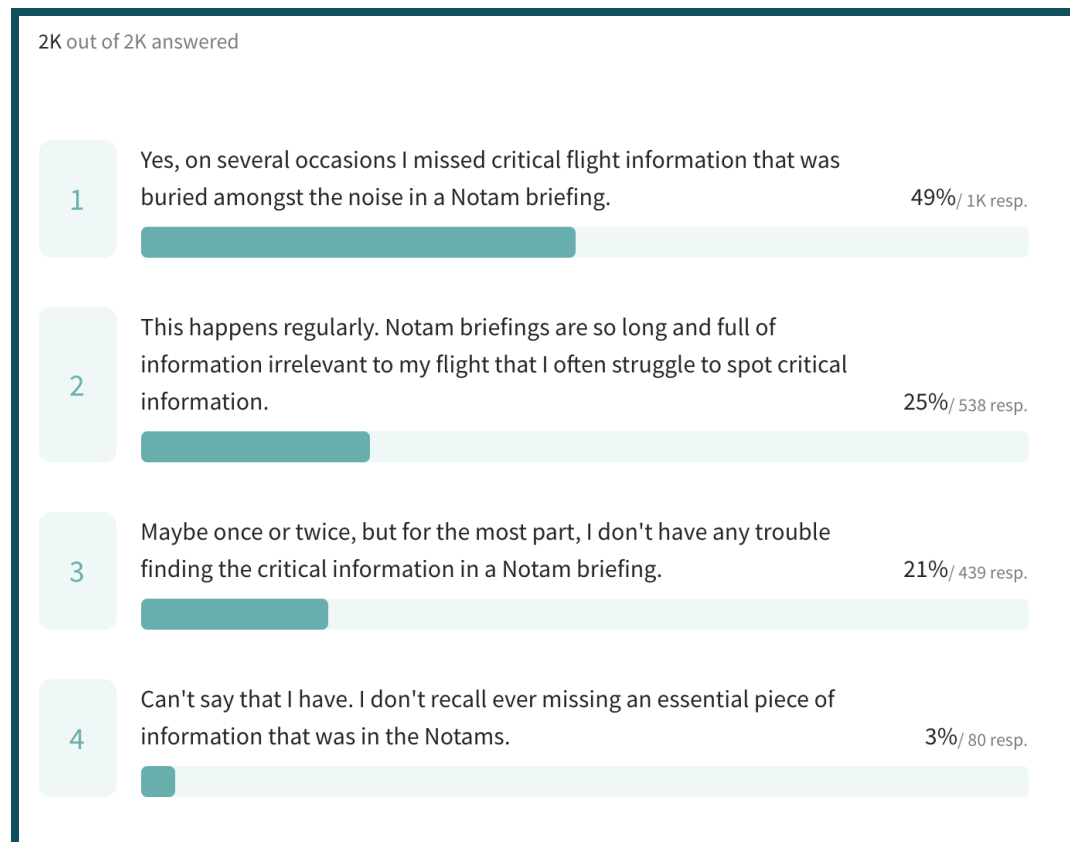
- 72% said they **often** had issues reading and understanding Notams (A1 or A2)

In determining the problems that exist with the Notam system, knowing that **almost three quarters** of users often have an issue reading and understanding Notams is helpful in prioritising aspects of the solution.



### Q3: The current system - essential information

The question was “**NOTAMs are supposed to tell you about essential changes. Have you ever missed one? Choose one:**”



#### Results

- 74% said they **often** missed critical flight information (A1 and A2).
- Only 3% said they had never missed essential information in a NOTAM

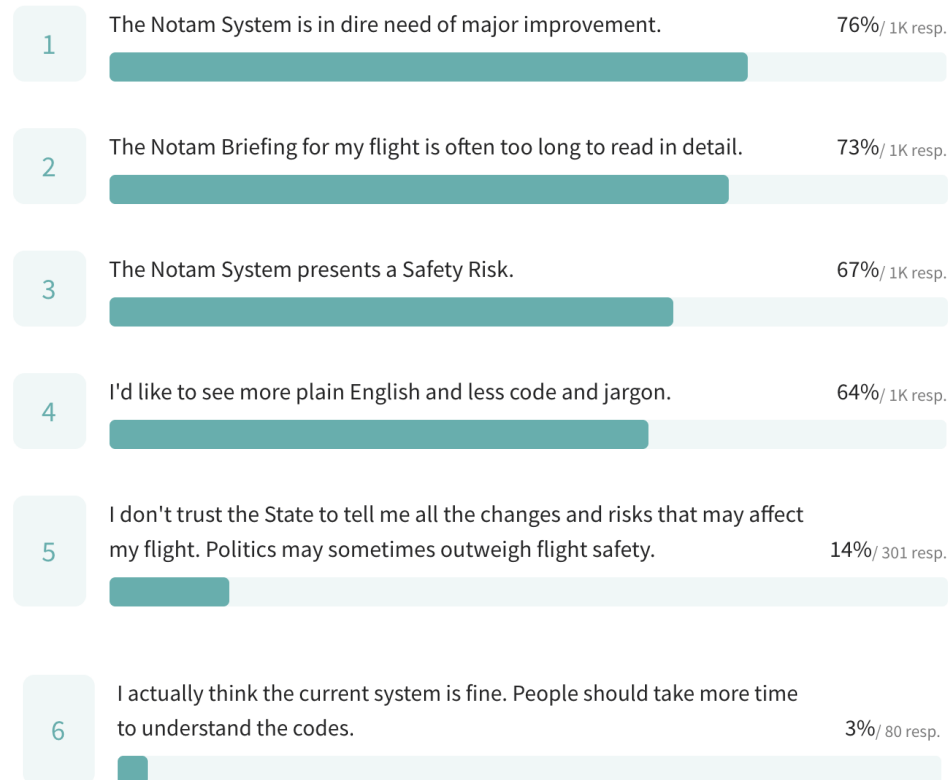
The fact that pilots are missing critical information - airport and runway closures, risks to flight, dangers and hazards - is clear. Three-quarters of respondents said that they often miss critical information.



## Q4: Thoughts on the existing system

The question was “Click on the ones that you agree with:”

2K out of 2K answered



### Results highlights

- Of those surveyed, 76% see a dire **need for improvement**.
- 73% say the Notam Briefing is **too long**.
- 67% say the existing system is a **safety risk**.
- Only 3% think the existing system is fine.

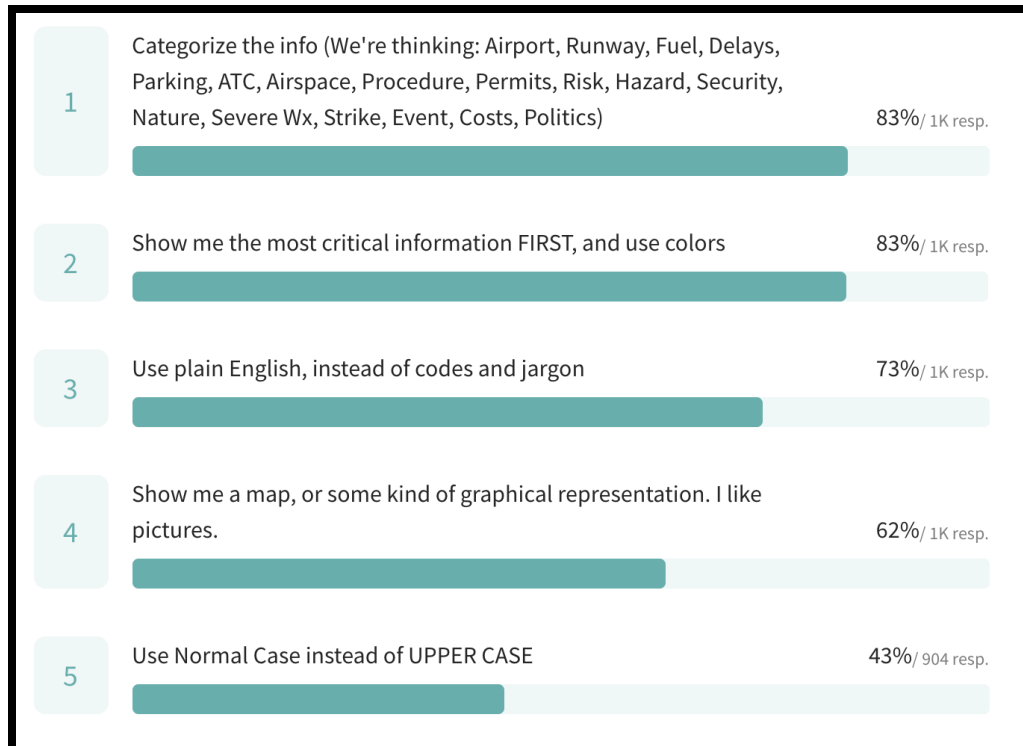




## Q5: Ideas for improvement

In the second part of the survey, we suggested some ideas and asked for a response - and then asked for individual comment

This question was “**Click on all ideas that you like**”



### Results highlights

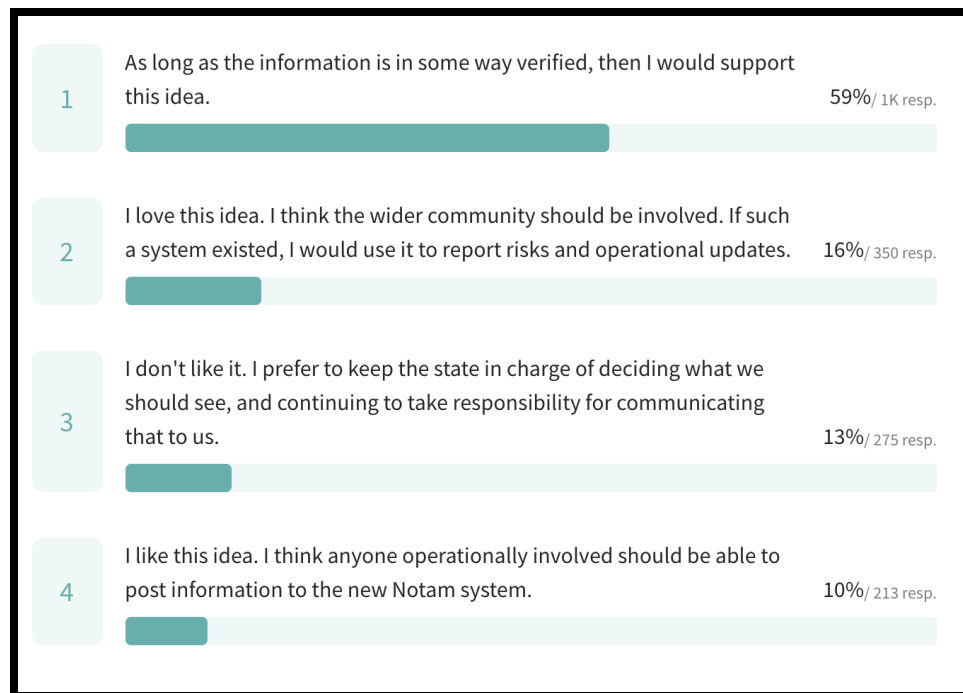
- The most popular two ideas, both supported by 83% of respondents are to **categorize** and to show the most **critical information first**.



## Q6: State control of information

The internet has shown how moving information beyond single channel state control improves reliability. We asked pilots and dispatchers what they thought of this.

This question was “**A Notam system based on distributed trust: where vetted users AND the Aviation Authority can contribute, ensuring politics are removed, and all risks can be flagged. This means that Pilots, Dispatchers, and Air Traffic Controllers could add reports. What statement do you most agree with?**”



### Results highlights

- 87% of respondents were in favor of an information system not controlled by the state.
- 13% were not.



## Q7: Ideas for improvement from Pilots and Dispatchers

The question was: “**Give us one simple suggestion for improving the current system. If you like, give us more, or share your thoughts.**” This was an open question, to solicit ideas - a kind of “Have your say”.

**1,344** of the **2,094** respondents offered advice and comments.

There are a lot! To make these easier to digest and browse, **we’ve grouped** those that conform to the same broad suggestion into one, and then listed individual ones. Each bullet point is one response from an individual pilot or dispatcher.



# Here are the ideas ...

## Removal of really OLD Notams, setting a Time Limit

### *Here's what Pilots and Dispatchers suggested:*

- ... “Remove the hundreds of NOTAMs from India that are often over ten years old.”
- ... Expiry dates should be mandatory. Nobody issues cancelling notams and then it's a mess. Furthermore, max date should be 56 or 112 days. Nobody should post a Notam for permanent things and the system should force short-term usage.
- ... “Keep them current and delete old information sooner.”
- ... “Publish only active Notams for the dates of the operation.”
- ... “Highlight the important Notams (i.e runway closures, etc). Delete unimportant Notams such as unlighted towers, taxi closures etc.”
- ... “Filter non-current and future Notams from the database”
- ... **“Removal of very old notams”**
- ... “Once applicable charts are published with the changes please remove the NOTAM! Why do NOTAMs many years old get to stay in the system? They should be updated if relevant. (India as an example).”
- ... “Create a standardized NOTAM filter that would routinely delete older NOTAMS (after a period of time) and also delete useless ones that have little or no impact on the airport operations.”
- ... “Changes to approaches and SIDS and STARS are crippling the system. Way too much info to be missed. They're supposed to hold over until the next nav database cycle, but invariably the info is left in there for years.”
- ... “Some form of prompt to the publishing authority when a Notam has been in place for an extended period (several months) that would force the authority to either remove or



reconfirm the validity.”

“**There are many NOTAMs that are valid for many years in the system.** I would prefer some kind of validity limit (max 6 months or similar) and force the authorities to move older information to standard publications (AIP).”

“**Some Notams are 1148 days old.....**”

“Penalize states for not cancelling expired Notams.”

“I once missed an airport temp closed notam as it was hidden in a other notam. Some countries do not remove old notams and this clutters the brief”

“Please give the option to have individuals request deletions of NOTAMS (obviously with a review)”

“Keep them simple, concise and efficient”

“At the end there should be a small phase describing the Notam e.g. NEW, UPDATED, TWY, etc....Also repeated NOTAMS should be omitted. This problem happens for example when crossing two Indian FIRs.”

“**Remove expired or outdated notams.** Indian Airports and FIRs have too many NOTAMs.”

“There needs to be a way to purge the old unnecessary stuff that stays there for months on end and potentially makes me miss a new or temporary NOTAM that effects that flight.”

“Make it easier to read and make them expire. I don’t need to NOTAM from 1985 anymore, thanks.”

“The system is so bad, changes needed ASAP. My favourite NOTAM: 17-years old in VIDF FIR.”

“All NOTAMs should have a maximum time limit, thus preventing aerodromes and FIRs from publishing almost permanent information through the NOTAM system. Think of it like the time limits on an MEL/HIL. The idea is that any info that is expected to last more than 10 days (to say a number of days) should have a revision of the AIP/AFD/CFS, or however each country decides to name their aeronautical publications, and not be published via notams. That way the NOTAM system would be relieved of being used as a means of keeping AIP revisions to a minimum and reduce the approval processing of each authority. If the authorities themselves find a condition to be important to be



published as a Notam and it will last for longer than 10 days, it should go on the publication revision for the next AIRAC cycle. Nowadays that many authorities have digital manuals/publications and digital/electronic distributions, there shouldn't be a reason to keep them from maintaining their own aeronautical publications up to date with the real conditions found on airports, and different airspace."

... "Ensure NOTAMs are in effect for the day I am reading them, not five days in the future."

... "Most Notams are time bracketed. Sifting through pages of Notams, most do not fall inside the period of my flight. An ability to choose airfield Notams based upon ETD/ETA or time of overflight would be excellent."

... "NOTAMs not in effect for some time (i.e. at least 24 hours after flight plan arrival) should be signified accordingly (smaller font, different color, etc.)."

... "There needs to be some system whereby NOTAM authorities have to revalidate the necessity of a NOTAM so an end user does not have to read permanent NOTAMS that were published years ago (ie Mumbai)"

... "Make sure expired Notams are removed from the system. Some Notams linger for months after they are no longer valid. If it is a change to a charted procedure, remove the Notam as soon as the new charts are released."

... "Limit number of notams allowed to be posted simultaneously by one authority. No more thousands of notams like in Indian airspace remained as long as from 1995."

... "It would be awesome to be able to filter the NOTAM requests for a given time period, so I don't HAVE to get information that isn't relevant 30 days from now"

... "Make turbulence reporting separate & let pilots control the content, with pireps expiring after 4 hours. All other notams should be controlled & verified."

... "Completely remove coordinates - I don't have time in a briefing to work out where that is"

... "Stop sending out hazards by reference to Lat and Long...no one EVER plots them out. Secondly, do not send out Notams that are not going to be in effect until some date in the future."

... "How about limiting the number of open Notams at an airport. 5 pages is unacceptable."

... "They should have a limit on the Notams, a bit like twitter, so that airports only put in useful Notams. Maybe have a 2nd frequency at the airport like the ATIS system, but for



Notams, so that Notams are in audio form, that way it will also limit the amount of information on there.”

💬 “Make it simple to access current and historical NOTAMS. For instance PSI VOR has been out of service for years, but I’ll be damned if I can find the stupid NOTAM for it”

💬 “Get rid of NOTAMs that have been published in their respective charts or AIPs”



## Use Plain English - not CODE. Simplify Notams.

*Here's what Pilots and Dispatchers suggested:*

- 💬 Plain English in a readable format by threat priority .
- 💬 NOTAMS should be clear and specific. Many abbreviations are nonsensical, thus time consuming.
- 💬 KISS -- Keep It Simple Stupid. Plain english, normal case, sorted by category.
- 💬 Plain english and less coding of critical information.
- 💬 You hit most of them. Common everyday language, prioritize, graphic presentation when applicable.
- 💬 Use English. No more jargon.
- 💬 Plain English and categorizing by importance are the main things I would like to see.
- 💬 Plain English would be great as long as the language used is consistent over time. It is important for people to be able to read the Notams, But it is also important that it can be read and parsed by machines (computer code).
- 💬 Simple English with pics and diagrams.
- 💬 Plain language, that anyone who can read would understand presented in a logical way based on an order of importance to the type of flight and pilot.
- 💬 Plain language, period of validity, essential information first.
- 💬 Plain English. Please lose the contractions. The days of teletype are long gone... we can update our method of communication to reflect this...
- 💬 Plain English. Standard Date Format. Use a Tiered Organization with Colors
- 💬 Plain language, priorities presentation
- 💬 Plain english presentation
- 💬 No codes. Plain English, please.





- 💬 No jargon! Pictures and maps, especially of TFR's.
- 💬 Use plain language to describe. Descriptors are great, but the list is long and when we see things Infrequently it requires us to look it up. Maybe have an app that we can simply type in the code to decipher to make it faster if you can't write it out and stick to codes?
- 💬 Less random jargon!
- 💬 Write it in plain English
- 💬 I'd prefer we go back to a system where Local NOTAMS and FDC NOTAMS are not automatically included with Distance NOTAMS as in the past. Also, more plain text would be beneficial however I've been reading NOTAMS so long that I'm used to most abbreviations.
- 💬 Plain English would be the biggest improvement.
- 💬 Filtering and shortening to ensure information is presented based on relevance, importance and written in plain English. Machine readable coding to automate processing.
- 💬 The abbreviations are often impossible to decode. Either plain language or a unified abbreviation lexicon should be used. NOTAMS referencing time need to make clear whether it is Local or UTC as often this is unclear and impossible to verify.
- 💬 Good suggestions on previous questions. Plain English is good but must be in a standardized format.
- 💬 No abbreviations. Plain English, color coded for importance.
- 💬 Use a normal date and time format, plain English and categorize Notams
- 💬 Plain Language, Organized by type
- 💬 Plain language in an organized fashion. Must be listed with the most important at the top to least important at the bottom.
- 💬 Plain language
- 💬 Plain English and sorting by "importance" is paramount . Sometimes you have crazy codes that make you scratch your head and/or important runway closures buried



amongst “bird activity” in the area.

- 💬 Plain english is a must.
- 💬 Plain language, no more abbreviations!
- 💬 More plain text that people can easily understand.
- 💬 More plain text.
- 💬 Plain English.
- 💬 Plain english, we do not use ticker tape any more. Color coding.
- 💬 Plain English and only important listings.
- 💬 Plain english...most important Notams first.
- 💬 No codes - use plain language...
- 💬 Use plain English. Many of the items are already in the AIP. Take a look at the Notams for Indian stations... Enough said.
- 💬 Plain English. Critical notams at top. Remove the jargon.
- 💬 Just as you outlined ... plain english, use of colors to highlight critical info, grouping of information by type of Notam and criticality. Thank you!
- 💬 Plain English.
- 💬 For me plain English is the best fix.
- 💬 Plain language.
- 💬 Plain English would be best - biggest issue I have is figuring out what they are trying to communicate
- 💬 Plain English decoding, grouped by subject
- 💬 Plain english most importantly, then categorized.
- 💬 Plain English, no code, graphical depictions of airfield changes/hazards (on afd).



- 💬 As previously mentioned, use plain english and if it isn't essential to the safety or efficiency of the flight, then do not post it.
- 💬 "Plain English". Stop the junk.
- 💬 More plain language and lose the "noise." I don't need to know where every crane in Chicago is.
- 💬 Plain Language only.
- 💬 Plain English may be difficult for non-native english speakers so a formal set of abbreviations with a list of decodes may be required. The text should be machine readable so that software could be developed to enable users to select priority of the emails, your suggestion of most important first is OK if my idea of important is the same as yours. Furthermore each Notam should have contact details of the submitter attached so they can be contacted for clarification if the Notam is ambiguous. That way they will be encouraged to produce quality Notams or expect lots of questions.
- 💬 Plain English - it is that simple. In 2019, we are not constrained by a fixed amount of characters. Just say it like it is now.
- 💬 Plain English would be huge. Also, the sheer volume of irrelevant Notams makes the important ones hard to find.
- 💬 Use plain text English.
- 💬 Plain english, prioritize info
- 💬 Plain english is the biggest problem. Second, most important and/or critical should be displayed first.
- 💬 Main issue, is the Notam, system is filled up with too many words/text & unnecessary rubbish, which doesn't deliver the critical information correctly to the flight crew, which is needed. This can also be said to be a safety hazard and probably which you are looking to make some improvements. e.g. A change in DH height had 7/8 lines worth of info/ data? Why? The plate would be automatically updated anyway. Why the need for 7/8 lines of data? Another example is a frequency change filled up another 7/8 lines worth of info/ data? Why the necessary amount of text? Also the date is printed twice for each Notam? Once again why? Plus this Notam comments also states "restriction effective from 2018 Jan 22 0500". So, 3 dates and 3 times. Why? I fly to many airports and the main issue I hate is the first line of each Notam. I don't need to see codes & numbers and issues dates etc. What use is this to me flying? What can I do with this information? All I need is which airport, when the restriction occurs/applies or is it permanent from this



date. Keep is very simple. Note there can be over +250 notams I have to read each day. How can I remember all of them from the start of the day? This is probably the reason why more and more Notams are now appearing on ATIS broadcast, when you make an approach. I hope the feedback helps to improve the system.

- 💬 Plain English and categorized notams
- 💬 I really love the graphical idea and plain English suggestion. If I've ever missed a NOTAM it's because I didn't understand the code and didn't think it was critical enough to go find a resource to translate the code.
- 💬 Need to be understandable no decoding.
- 💬 There is enough that goes into flight planning. Notams are critical, but they need to be more clear, helpful, and not overlooked. Plain text. Spell them out rather than have to decipher them all. Put them in a category.
- 💬 KISS -- Keep It Simple Stupid. Plain english, normal case, sorted by category.
- 💬 Definitely stop using all the codes.
- 💬 More plain English. Important notams first (I once flew to an airport that had 2 runways, and the notam stating that all runways had been significantly shortened was buried in the middle of page 2).
- 💬 I need plain English and most critical notices first.
- 💬 Plain language, prioritize, color coded with a "user comments" section would help preparation, reduce surprised and therefore improve safety.
- 💬 Plain text and order of importance.
- 💬 Remove unimportant irrelevant information. Use plain language.
- 💬 Plain English will save lives.
- 💬 Plain English would be a huge improvement. There are so many abbreviations that the system is unwieldy.
- 💬 Plain language and prioritization is a must.
- 💬 Use simple English.



- 💬 Use plain English. Minimize use of abbreviations.
- 💬 Plain English, or coded if user prefers.
- 💬 Use plain English. Do not mention irrelevant airports for a NOTAM affecting a different airport, i.e. don't list KSEF under KPIE. The NOTAM is at KSEF, adding KPIE just confuses things.
- 💬 Plain English no codes.
- 💬 Less codes, more English. Improved timeline for current NOTAMS. How do you get patchy snow in the middle of summer?
- 💬 Most important first. Plain English. Remove Notams that are redundant.
- 💬 Use plain language.
- 💬 Plain English. Abbreviations and codes were appropriate in the teletype / wallboard and paper era
- 💬 Plain language! We are not character limited.
- 💬 Plain Language.
- 💬 Plain language is key. I also think that the most limiting NOTAM should be controlling. Like if the ILS is out of service, odds are I won't be looking for the approach lights if the ILS is the only IAP to that runway.
- 💬 Plain english is a must, Notams should be relevant to threats or any factor that can impact the safety of flight only!
- 💬 Use plain English, and get rid of the stupid cranes off the side of the runway. Or if they must be listed, put them in a separate section that applies only to helicopters.
- 💬 Prioritization and PLAIN ENGLISH!
- 💬 Plain language, arranged by topic, arranged by priority.
- 💬 Just publish Notams in plain English, that would solve a lot of problems and make them more searchable and easier to categorize.
- 💬 A grading system would be great. most important things first. Also, things like SNOWTAMS need to be in plain english - most people need a legend to understand



these.

- 💬 Fewer acronyms, clarification of levels so important things aren't lost in low consequence information.
- 💬 Notams should be easy to read.
- 💬 95% of a NOTAM is coded garbage. Just tell me what I need to know. Nothing more.
- 💬 Normal Case is the biggest bang-for-buck change and should happen immediately, even while other changes are debated.
- 💬 I like the idea of plain English categorized by order of importance Notams.
- 💬 Use the KISS method. Keep It Simple (use your own imagination for the last S) Notams need to be concise so that they can actually be considered. There is simply too much chaff in the current process. I need to be able to receive and process the information quickly in my preflight briefing. It sounds like you are right on track! keep up the good work!
- 💬 Keep it simple, clear, concise.
- 💬 Plain English - Arranged by group or subject.
- 💬 Plain english is a must, Notams should be relevant to threats or any factor that can impact the safety of flight only!
- 💬 Write in plain english. Dump about 95% of the trash information. I care about airport and runway closures. Fuel closures etc. I don't care about a crane or twrs. I do care about altitude changes on an arrival or departure.
- 💬 Most important: decode all NOTAMs.
- 💬 Lose the abbreviations on important things...like DQO U/S...say unserviceable so we don't get it confused with unserviced
- 💬 More relevant data, less useless noise, better organization, easier to understand, and more concise
- 💬 You listed my top two already...plain language and ranked by priority.



- 💬 Nothing special but easier to read and understand. Sometimes plain english and actual sentences work better than shortened ones
- 💬 Less codes. Use plain English. I spend a lot of time looking up codes. No need to use codes to save space anymore. I love this idea to have most critical info first (not by date), like runway closures and inop PAPI/VASI.
- 💬 NOTAMS are too wordy and long. There are too many of them for each flight segment. Pilots will often ignore them due to NOTAM overload. Cut down the number of extraneous NOTAMS and convert the NOTAM system into plain english!
- 💬 Overhaul with plain language.
- 💬 No more coded notams. Plain English please.
- 💬 Just plain english
- 💬 I find that it takes more time to read and decipher notams than it does to Flight plan and read the weather. Please present them in readable English and categorize them in some kind of sensible order.
- 💬 NOTAMS should be clear and specific. Many abbreviations are nonsensical, thus time consuming.
- 💬 Plain English in a readable format by threat priority.
- 💬 NOTAMS should either be in plain English or only allow certain abbreviations (universally understood and accepted and documented).
- 💬 As in the survey, simpler to read and sorted by relevance and importance would really help to focus on the critical notams. Such long reports often hide the important info, which might be critical.
- 💬 I think a change to NOTAMs would be well worth it, starting with using plain English. That would be my biggest suggestion. There is absolutely no reason to have to figure out the jargon. Thanks!
- 💬 Above all, change it to plain English.
- 💬 If the intent is to convey safety information, then **communicating it should be as easy as possible for all users**. There are many aviation workers that are not native English speakers. Codes are useful in some situations but plain English is likely the most accessible to all users. Having the ability to "sort by" (date, equipment, phase, etc) would



help to find the real notams from the ones that exist for other reasons. The use of EFB should help. Decode is an option for METAR/TAF, so that feature for NOTAM is desirable. If designing a GUI, colors are always nice. Highlights, flags etc. would help too.

- 💬 Stop using non standard abbreviations or slang, categorize items in order of safety related first, then of decreasing importance.
- 💬 The worst part of the current NOTAM system is when coordinates are involved. It's difficult to find out if the NOTAM is relevant for my area of flight. NOTAMs like this should be available on a map (this would also be nice for SIGMET). I would also avoid using too much plain English as this would make the briefing even longer..
- 💬 Plain English and in order of importance
- 💬 Make it simple to read. **Stop using awkward acronyms** that sometimes are way too difficult to decode
- 💬 I can't believe I saw this email and that **I'm not the only one who hates the current system**. Prior to reading this email I had a list of my dream notam system.
  1. Remove or limit abbreviations or coding.
  2. Get rid of all CAPS.
  3. Pictures are best; if a digital airfield diagram could display taxiway, ramp and runway closures graphically, SA would expand tremendously (and save time)
  4. Color-coding
  5. I love your idea of Categories
  6. Allow a user to use a slider bar that filters notams based on issue date. When I slide the bar to the right, only the most recent notams show, to the left means all notams including the oldest are displayed.
  7. Get rid of the junk/lawyer stuff - I don't need to know that there is a 12' bush, 245' from departure end, 473' right of CL. If I'm thinking about that during a V1 takeoff, I'm probably already in heaven (see KTOL notam A1857/17)
- 💬 Use plain English and keep Notams short.
- 💬 Open/Closure should be written in plain clear language and all old dated expired notams cancelled.
- 💬 Decode the NOTAMS to plain English.
- 💬 it should be more straight to the point and more plain english, I think also, should have some map or graphical representation. And colours representative of the most critical





parts of a Notam

- 💬 **Notams for Dummies** - Simplify them. Airport Ops gets numerous phone calls a day for Notams that are indefinite with pilots that have flown in before. Which means, they still do not understand them. Common language and simple.
- 💬 Spell out words and eliminate archaic uppercase abbreviations.
- 💬 As you've covered: use plain English, listed by criticality and presented graphically as needed, don't include things already controlled by ATC or far outside of flight routing or flight event time.
- 💬 Only safety relevant information in plain English and categorize the information based on relevance and subject
- 💬 No code anymore, important things first, minor things not shown to avoid a way too long list of notams in the briefing.
- 💬 **I love Notams**, I hate the actual notam system - plain English will be awesome, we already know a thousand codes and when we need important and relevant information for the safety of flight the less complicated the better. Thanks for all the help and time.
- 💬 Make Notams great again by decoding it and I love the idea of colors to rank their importance!
- 💬 Apply the KISS principle to this and you should be able to get corrected.
- 💬 Plain English and most pertinent info first in red for closures
- 💬 I'd like to have it both in plain text, but also in code. Plain text will make impossible to get any technical system to understand.
- 💬 Too many NOTAMs; becomes noise. Plain language will help. Graphics for taxiway closures or even an airport diagram with graphic depiction and touchable links to more information
- 💬 No more codes! And get rid of all the stupid crane notifications! Are we supposed to memorize each one?
- 💬 Having separate systems for FAA and ICAO is absurd. One format please. Also, characters are cheap now, so say what you mean. Not so many abbreviations.



- 💬 Use English and if it's a long term change publish it someplace other than NOTAMS
- 💬 Have NOTAMS be in categories, plain English, and easier to post. There could be system similar to posting pilot reports on filing NOTAMS that gets verified by an authority first then posted to make the process simpler.
- 💬 Less code, more english, include charts/graphics, better categories
- 💬 We're no longer on an archaic teletype machine. Let's use real English
- 💬 Write NOTAMS like everybody can read and understand them without the need to decode them
- 💬 Snowtam and MOTNE reports should also be in plain English as opposed to the current code system.
- 💬 If plain English is too much... perhaps everybody use the same codes. And very important for us: when a new NOTAM is issued we need the time and date stamp as "created". This is very important for enroute information once the a/c is airborne.
- 💬 Undecipherable codes ,too long abbreviations and a mile long lists of coordinates need to be removed and the information simplified .Simple terms to be used.
- 💬 I think you are on the right track and have covered items I am concerned with...foreflight does a good job of giving you in plain english the timing of the Notam.
- 💬 Plain language and most relevant to least relevant.
- 💬 Simplicity and plain English!!!
- 💬 Making the abbreviated words easier to understand.
- 💬 Go plain language and cut the arcane acronyms and abbreviations.
- 💬 It's strange how certain words are spelled out entirely, but others are contracted. Just write it out in plain text. (IS STRNG THT WRDS R SPELLED OUT ENTIRELY, WHL OTHRS R CNRCTRD) LOL!
- 💬 Make them understandable.
- 💬 Leaving out some of the more technical jargon and simplifying the NOTAM would be helpful as well as color coding, in particular I have in mind trying to sort out NOTAMS



regarding TFRs.

- 💬 Use fewer codes, more plain english, use a way to classify notams by importance or category (runway/navigation aids...for instance)
- 💬 Plain short language catigorized...
- 💬 Keep it simple.
- 💬 As you expressed, **all unreadable crap has to be removed!** Must be simple and clear and focused on real usefull things.
- 💬 Simplicity, easier access to the information. Change how they're labeled and what information they include; ie get rid of the titles FDC, Local, etc. Change to what phase of flight they're going to affect so that it's easier to see what is directly going to impact you.
- 💬 Less coded information
- 💬 The new GAFs are easier to follow however many recreational and GA pilots struggle to decode what is actually being said. Linking in with systems like windy etc make things simpler to follow and easily accessed from phones and tablets etc which most people use. Pilot briefings changing passwords regularly makes it a pain in the arse remembering your login especially for those of us who only need to access NAIPS once or twice a year and on the run people just don't check, if oz runways etc can do this then you guys should as well. As for the secret stuff there is already enough of that going on as most people don't want the headache, CASA has a pretty shitty reputation amongst many people in the outside world just in case you didn't already know this. Good idea reaching out like this and consulting, it's a start and will be watched with interest, track record is lousy though. Fly Safe !
- 💬 Enough with the coded, hard to decipher notam system. Bring it up to date with a graphical interface and categorized notams. The most important issues, like runway closures and unusable approaches need to be emphasized (different color text, highlighted, etc).
- 💬 The reason for abbreviations was due to teletype machines and to save bandwidth...those days are LONG GONE. Just like my weather app, you should be able to push a button that decodes. Also, a simple addition of local time (say, in parenthesis?) would be very helpful. There is probably a LONG list I could compile but I'm sure you'll get a lot of feedback.
- 💬 Simplify the whole thing.



- 💬 No non-standard abbreviations
- 💬 Please just make it easier to understand.
- 💬 Should be something simple to read that helps to all the people involved in the operation to participate and make this process easier.
- 💬 Graphics, user input, plain English, stratify by relevancy / safety risk.
- 💬 The abbreviation should be standard , worldwide not by region like for example everything should be the same since United States until Australia.
- 💬 Easier to read
- 💬 Get rid of abbreviations. Make TFR notams easier to read.
- 💬 I believe that the NOTAM system would be better with a simplified way of delivering the information. The reliance on abbreviations and codes is ridiculous. There are several occasions where I had to look up an abbreviation that I had never seen before.
- 💬 Too many Q codes and lack of system to understand all NOTAMs fully automatically
- 💬 Fewer abbreviations
- 💬 No more code
- 💬 Maps for navaid outages! Eliminate the stupid icing and turbulence codes and write plain text!
- 💬 Keep it short, simple and lined up priority wise
- 💬 NOTAMS should give clear and concise information. Validity periods should be more clear and relevant. Permanent changes/actions should be included in the airport charts, not in several NOTAMS
- 💬 Make it simple
- 💬 Keep it simple. Make it interesting and not avoidable.
- 💬 Start every notam with simple plain text explaining what the limitation is, and a ballpark area for its location. Then give exact grids and such afterwards.



- 💬 Use plain English. Most critical first and in RED ink. If area affected show it on map.
- 💬 Limit the lengths of NOTAM to a certain amount of characters. NOTAM should be short and straight to the point.
- 💬 As with several METAR and TAF providers, a choice to decode NOTAMS would be preferable.
- 💬 Make things short and simple so things aren't missed.
- 💬 Do not use a multitude of abbreviations for critical info
- 💬 Worldwide consistency in formatting and presentation to users
- 💬 No more lat/long, and chill with the abbreviations.
- 💬 No more code, use your words FAA.
- 💬 Make it understandable
- 💬 I still get a weather briefing from Liados Flight Service and even THEY can't read or interpret the NOTAMS. This is the primary reason that, in addition to all of the electronic information available, that I still call 800-WX-BRIEF. They scratch their heads just like me. UNacceptable.
- 💬 NOTAM codes/nomenclature are cryptic, and must be clarified
- 💬 21st century presentation. Easy to get an overview of where, what area and how important the info is. Include AIP Supp and AIC in the same scope. They can be equally important to flight safety. Good luck, whoever "you" are.
- 💬 Decode them!
- 💬 NOTAMS, at least the pertinent ones, can arguably be more important than the weather information; however, we are stuck with 1928 NOTAMS yet we have decoded weather information available. Why the discrepancy?
- 💬 It needs to be easy understandable and only the important items that will be applicable to our operations
- 💬 Use the KISS system



- 💬 If you are going to use codes use ones that make sense, how does BR represent Mist?
- 💬 Make it easy to read without any fluff. I don't care if a 200' tower was erected 2 miles away.
- 💬 Easier to decipher
- 💬 I Agree with your suggestions. Make it relevant and easier to read.
- 💬 Simplify the format.
- 💬 I think you're on the right track. More plain text, categories red flags etc.
- 💬 I don't mind the code. But not everything needs to be coded. Especially Area Forecasts. Those things are hard to decipher at times. Maybe try to take the hardest things to decipher and turn those into plain English. Also graphical representation for certain weather such as: winds aloft.
- 💬 Becoming a skilled and safe aviator is an expensive and time consuming proposition as well as intellectually challenging and rewarding. Having said that, it does not take a large IQ to read a lengthy NOTAM. It does however take an exorbitant amount of time to read, translate and parse the information critical to safety of flight. Making it less "tedious" should be the goal.
- 💬 Simplify, simplify, simplify. I only want to know about safety of flight items. Get rid of all the other junk!
- 💬 Simplify and make pertinent info stand out.
- 💬 I support all suggestions, though I'm not sure it's a good idea to use plain language - that will make Notams much longer, I think it will be a good idea to have link with all decodings at the end every Notam list when looking through them online. The thing that irritates most is areas indicated in coordinates - impossible to read and not usable.
- 💬 NOTAMs are frequently mis-coded, and a Q Code not entered - this makes it impossible to sort.
- 💬 Notams in General are too long to really read, often containing expierd and useless information. It is high time to improve this service!
- 💬 It would be great to have a list of operational concerns happening at the airport that are both applicable to flight operations and don't require an Enigma Machine to decode.



- 💬 Less is more...do not over complicate the new system. Remember the end user could be a student pilot.
- 💬 Less CYA for the airport and more plain language info on the critical factors affecting safe operation of airports and aircraft.
- 💬 Lengthy notams should be avoided
- 💬 Simplify, at all cost !
- 💬 STANDARDISATION ACROSS ALL ISSUING AUTHORITIES...
- 💬 Include a decode link in any system that uses acronyms
- 💬 AD CLOSED is an easy notam to overlook or misunderstand
- 💬 ICAO & FAA should make NOTAMS standard and easy to interpret. Important NOTAMS like airport or runway closures need to be obvious.
- 💬 Could all the countries ever agree to common formats of Notams so that the reader instantly sees what is being reported. Weather balloon Notams should be summarized into 1 line, airspace closures should systematically list which airways are affected and not let the reader guess that the closures described in different notams are linked to the notam on a closed area described with geographic coordinates.
- 💬 Include an Acronym Legend to help decipher the NOTAM acronyms.
- 💬 International Notam are problematic and cover a large area. Some of the terminology is confusing. Suggest a study group be formed including regulators, dispatchers, ops personnel and your group to come up with a common solution.



# Reduce the clutter! Get rid of useless information and/or Filter NOTAMS

*Here's what Pilots and Dispatchers suggested:*

- ☹ Reduce the nonsensical clutter. Why is a single taxiway light out considered a D-notam? Or a nonstandard runway marking? How about notams that matter...am I going to reconsider going to that airport, at that time, in that weather?? Enough of the junk out in the notam system for no other reason than airport authority liability.
- ☹ Stop NOTAMS that are Stupid. **Don't care about the red fox at Teterboro, NJ (KTEB).....** I expect to see birds at an airport, don't NOTAM that. If lawn mowing, grass cutting in progress, that info should be on the current airport ATIS broadcast only.
- ☹ Often, there are too many notams to read in detail. If there are more than five pages of notams for a given airport, close the place and fix all of these problems!
- ☹ Make them easy to filter. Make them expire (so they must be renters). This might eliminate the 10 pages of old. Iran's at places like Mumbai.
- ☹ You're on the right track, better user interface, less non-essential clutter. Also I would like to see all operationally essential information in notams, that are now hidden in the less visited AIP SUP, AIC or similar. Always display TWR HR of OPS in notam, for instance.
- ☹ Filters!!! NOTAMS may be very useful for a VFR pilot but totally irrelevant for an IFR flight for example.
- ☹ Better sorting of information and easier to read
- ☹ In my opinion one of the most important things to improve NOTAM system are to remove all irrelevant information (like cutting grass etc.) and prioritization (see the most critical info first).
- ☹ NOTAMS should be restricted to critical information regarding flight safety. Operational considerations should exist in another standard system. Example : runway closed -> notam... Fireworks, twy closures and cranes -> operational considerations
- ☹ Filter out the junk and concentrate on the important





- ... FDC notams need some type of filtering system to get info out of them
- ... Filter for type of aircraft, type of flight
- ... Take out non-critical items.
- ... I don't need to know about the hundred temp cranes at the DER
- ... **Have the ability to sort NOTAMS.** No need to see every unlit tower along my IFR flight plan unless I found that it might be relevant to display.
- ... Less is more. Essential safety stuff first, all the clutter only for those who (think) they need it
- ... Better understandability and removal of useless NOTAM would be great.
- ... Give me the Option to set smart filters - applicable to my needs. I want to differentiate between NEED to know and NICE to know. At the Moment our Dispatch Office does a great Job in filtering NOTAMS. However this is actually not meant to be their burden at all!
- ... Get rid of the non operational information!
- ... Non critical information should be separated from essential info
- ... Remove the pointless clutter. **I don't need to know that an NDB 300miles off my route is not working.**
- ... My biggest issue is not the way the information is reported, but more of the type of information... there are simply too many irrelevant NOTAM's that should be filtered out.
- ... Cut the rubbish out of them. Simple.
- ... Get rid of the redundant Notams written by the lawyers, i.e. Birds.
- ... Leave out **nuisance notams** like grass mowing , work in progress, an unlighted obstacle 5 miles from the field at 300 feet AGL.
- ... Reduce the number of NOTAMs and filter to provide route specific data
- ... Accessing the NOTAMS should be made easier, to be honest I never look at them because they are too time consuming and difficult to find, and when I do manage to get



them I find they are not relevant to my flight.

- 💬 Keep it to safety of flight and operations. The location of every crane and tower is irrelevant.
- 💬 Filtering, filtering, filtering. I want to be able to see what is important to me right now with the most critical items at the top.
- 💬 Get rid of non-safety related information (i.e. non-standard markings, missing runway distance remaining signs, etc.)
- 💬 Why would all the traffic overflying certain FIR care that a **certain operator is banned from operating until payment of debt**? There should be private and public NOTAMS
- 💬 Remove Notams that are effectively useless, e.g. an obstacle 2nm away at 45'. If we are that low then we will be a lot busier then looking for this obstacle...
- 💬 Get rid of useless NOTAMS. Who cares if there is a crane 200ft high 8nm from the threshold? Categories are a good idea.
- 💬 There needs to be better filtering for the mission.
- 💬 NOTAMS are far too long for private pilots use. Only some information is relevant but the important bits are lost in the overload.
- 💬 NOTAMS individually need to cut to the chase rather than burying the lede. Instead of a header full of date-time groups and location identifiers, there should be a category, such as "Aerodrome Closed," "TFR," or such so that they can be immediately identified as of interest or not and how to address the limitation it represents. TFRs need a huge improvement in their readability and applicability. Forget getting the politics out of NOTAMS, **get the lawyers out of the writers' room**.
- 💬 I often read close to 100 useless notams about missing taxiway lights, nonstandard runway lines, cranes, direction signs, etc. Eliminate the nonessential garbage.
- 💬 Flying to airport xxxx and there is info "crane erected", and then coordinates.. ..totally irrelevant information. If there is obstacle pls give info only if it affects to minimums and how much.
- 💬 Less useless information ie cranes etc
- 💬 **Get rid of like 98% of all notams** and only display danger areas, approach related stuff, and closed taxiways related to a runway in use. The rest will be solved by the ground



controllers.

- 💬 Too long with useless info
- 💬 Why give us notams we don't need. If stand #so and so is out of service we most likely will not get clearance to taxi to that stand. Skip the non essential notams.
- 💬 How about using a slope for unlit objects so that a 150' tower 12 miles away is not even included. Similar to 40-1 but something useful to keep out the stuff that is useless.
- 💬 Get rid of many many duplicates, deal with each runway individually, ie ils, vor, lights etc all in one notam. Have more user defined relevant information, ie for class specific ac
- 💬 No more taxiway info....
- 💬 Sometimes too much info - e.g '2 Cranes, 5 Cranes ...erected and sometimes misused eg. **Greece / Turkey conflict**
- 💬 Somehow reduce the volume of info. It's unrealistic to read 10 pages of notams for a flight.
- 💬 It's hard to tell: I have seen everything, from nonsense like cutting the lawn and stop bars partially not illuminated at night, to real danger warnings like rocket launches and implicit threat to be shot down. Where do we need to draw the line? And who would do so? I really have not good answer to that or any substantiated suggestions.
- 💬 The capability of filtering a window of time and the notams that pertain to that window.
- 💬 Standarized NOTAM content, important facts, no AIP extracts (e.g.India) or unnecessary information which everybody surpresses anyway. An easy way to filter NOTAM iso using a huge list of complicated Q Codes. **Our experience is that at least 50 % of the NOTAM is rubbish.**
- 💬 Get rid of NOTAMS that have no bearing on my flight. NOTAMS warning me about TFRs on the east coast are meaningless when I'm flying Des Moines to Denver. And enough of the hundreds of unlit obstacle NOTAMS that are miles away from an airport.
- 💬 **I barely even read them anymore.** If I get to a point of OBS TWR in the list, I quit. If you want to let helicopter guys know about all that, do it. Those of us in high performance aircraft don't care. Make the version of NOTAMS applicable to each group. **Us airline guys barely care about any of it unless a runway or landing system is out of service.**



... In some way, establish what can and what cannot be included in NOTAMs. It is also needed to have some sort of prioritisation in all that information. Another suggestion is the possibility to have some filters: date, time, area covered (ex.: for an airport, the days I will be operating and plus or minus 3h DEP/ARR. For a FIR, 20NM for each side of the airway, for instance).

... 1. **Stop using lat/long to identify anything.** We will never have the time to locate it.  
2. If the Notam is not valid in the next 24 hrs. put it somewhere else (at the bottom?).  
3. Provide an approved way to filter notams. Our company does not feel comfortable doing it so we get notams for grass runway closures and such that are useless to us.  
4. Some notams are still present even though all publications have incorporated the changes months ago!

... Less frivolous NOTAMS

... **Crane info should be distributed to all performance responsible companies and not published to all users.** Birds migration could be skipped in total. If RWY is closed, no need to publish other info. When something is in AIP, thus Jeppesen/Navtech/charts included, no need to keep lifetime notam. And yes, the graphic presentation of restricted areas is a must. Thank you for the initiative!!!)

... Consolidate and make it easier to use.

... Find a way to eliminate irrelevant information from NOTAM briefings. **Critical information gets missed because of information overload.**

... Make clear if are included in the FMC charts database will save time from the supplier point of view it could be filtered.

... Some airports are OK, but some have so many NOTAMs it's silly. I shouldn't have to scroll pages of nav chart changes. Or 5 NOTAMs about irregular signs or markings. **FIX THEM.**

... Deciphering chart updates is a nightmare- too many changes to SIDS, STARs, and IAP's most of which are completely irrelevant.

... The system needs help. Airports like Mumbai, Beijing, New Delhi, the list of notams is so long, it is hard to find the data that you really need for your flight there.

... There is simply too much of it

... Filter Notams for 3hrs before and after proposed time of departure.



- ... **it is mainly a CYA legal exercise to blame the pilots and operators.** Flying 747's worldwide we get stacks of paper and have 20-30min to prepare for the flight .. programming FMC, supervising loading of freight, passengers coordinating fuel, catering, maintenance .. and 20pages of Notams
- ... Get rid of dumb notams like taxiway closures and trigger notams etc
- ... Reducing the amount
- ... Take a look at the current NOTAMS for KORD. There is a ridiculous number - more than half are inconsequential and the important ones get missed in the 'NOTAM fog'.
- ... Often a lot of "bullshit" NOTAMs. For example have a look at major airports in India....)
- ... Keep the safety issues, leave the "bullshit" behind.
- ... Reduce the amount of Notams
- ... **STOP USING NOTAMS AS A BACK COVERING EXERCISE. ONLY OPERATIONALLY USEFUL INFO, PLEASE.**
- ... Make the notams easier to decipher and get rid of the useless ones
- ... A bunch of unusable info in the current notam system, let's make it easier, thanks !
- ... One of the biggest sources of junk is all the legal wording prior to important TFRs. Please help get rid of that. Oh, and all caps! That is FRUSTRATING!
- ... **INFORMATION OVERLOAD AND NO STANDARDS**
- ... Remove the requirements for non-critical NOTAMs (i.e. distance remaining marker missing, non-critical lights inop, etc.).
- ... The FAA needs to learn the difference between data and information. Right now we are drowning in data and starving for information.
- ... Less garbage and more pertinent information. When the NOTAMs are filled with a page of towers or obstacles that can't be deciphered in a meaningful way.
- ... Get rid of the endless amount of useless NOTAMS that cause the important ones to be easily overlooked



- There is no sense whatsoever in reporting obstacles (such as cranes etc) by annoating their position by LAT and LONG. Who in their right mind is going to plot ALL of them on a chart? Better instead to reference them by distance/bearing from the airport ref point, and only if they really are of consequence.. **The other thing I HATE about the current system is that there is simply too much CRAP hiding the important stuff!** Get rid of the unimportant crap, and make what you leave UNDERSTANDABLE and STP presenting it in unitelligible code!
- Don't allow airports to have more than 1 page of notams.** Recently CLT had multiple pages of notams. Make helicopter notams and let those guys worry about tower lights that are inop miles from an airport at a few hundred feet agl. Go back to the old system of having local and distant notams. Then I can filter out the local notams that don't really matter to me on a 12 hour flight such as a taxiway closure. Cancel FDC notams once the info is published on charts. If Jepp already published the update I don't need the Notam.
- Keep Notam simple applicable for a specific route or airport. If we are flying at FL400 from KLAX to KJFK, i dont need to know that there is a tower with u/s beacon somewhere in iowa... KISS!
- There are far, far too many non pertinent notams.** I fly wide body jets and do not need to sift through 20 notams about cranes. I also don't need to read about birds. Birds are always a threat. Everyone knows that.
- You covered everything. There are too many, completely unnecessary notams that mask the very few we need. The ones we do need that are so important and critical are cryptic and usually well hidden amount the other 95 percent that are of exactly ZERO value to flight crew.
- Only info affecting airmen should show in notams
- Have criteria to ensure all the extra, random, nonsense NOTAMS are not posted.
- As an airline pilot taxiway closures and frequency amendments are probably the most important things I look for. I like the idea of a PIREP style notam, but that seems more useful for airports that less monitored.
- I like the idea of having multiple sources for inputting NOTAMS, but there MUST be a way to verify and remove inaccurate or redundant notams in this case
- Please declutter the system. Often important information is buried in the text and easily missed



- ... There should not be any notams for trees (Charlotte) and who care about degraded and non standard taxiway markings. Make notams Safety of flight related. Not just good to know information.
- ... There's too much useless information that nobody cares about, and many times quite outdated. For example, What is the use of knowing about a 100 feet height crane 5 miles from the airfield?
- ... No need to list NOTAMS that are already advertised on ATIS.
- ... Current system is difficult to decipher and bogged down with irrelevant information.
- ... The first section of Notams should only be the ones that could actually affect the safety of a flight. I don't care about trees and obstacles miles from the airport.
- ... Too much noise and useless non-important noise (see KCLT)
- ... Just remove 90+% of it. Only the essentials should remain. With the above-mentioned ideas implemented.
- ... Often center NOTAMS do not show up for individual airports and in turn pose risks, especially DROTAMS. The airport I fly out of have these and it's buried in center notams so I usually don't see them unless I specifically search the center, even then they are buried in there.
- ... A mechanism must exist to constantly streamline the system and remove bloat. Allowing users and briefers to downvote and remove nuisance notams. **I'm not gonna lie. I'm a 13,000 hour ATP, and I have avoided looking up NOTAMS for years.** It's a waste of time unless you have paid dispatchers to find you the relevant ones amid all the CYA B.S. and jargon.
- ... Cut Notams down to ESSENTIAL information. Less about taxiway closures and cranes 'near' the airport.
- ... Get rid of the unnecessary info.
- ... Get rid of repeated minor notams
- ... Things that do not affect flight should be left out. For example, most bird activity advisories are useless in VFR conditions and often become a non factor.



- 💬 Make them relevant. **Birds are everywhere, I don't need that.** Minutiae about lighting etc is pointless.
- 💬 Weed out the sea of information we don't need.
- 💬 Less is more. Towers and cranes are almost useless information. Changes to minimums and procedures should be at the forefront.
- 💬 IDK. But giving me pages and pages of NOTAMS is like me giving hotel the dog the newspaper to read.
- 💬 Way too much irrelevant information.
- 💬 Remove any NOTAM pertaining to signage and/or markings that are not standard. Useless information when trying to delve through literally hundreds of NOTAMS.
- 💬 **Stop the interminable notams regarding trees, faded paint, burned out bulbs and extraneous signage.**
- 💬 If a runway is closed. State that then you can list all that is broken. I hate reading 20 NOTAMS then get to the bottom and the runway is CLOSED!! Who cares if someone is mowing grass !!!
- 💬 I don't need to know about a light bulb on a crane 10 miles away from the airport, that is out of service.
- 💬 Dramatically reduce the volume of irrelevant and operationally insignificant NOTAMs that bury critical information. **When I get a printout of BS NOTAMS that is over twenty feet long, finding critical information is impossible.** Stop issuing BS data, like a 70 foot crane seventeen miles from an airport!
- 💬 Put a summary in the first sentence, "runway closed," "shortened runway," "cranes on approach end of RWY 21."
- 💬 Way too much useless information. I don't care that the third centerline taxiway is OTS.
- 💬 Cut down useless not ama that take up pages of paper and hide useful ones.
- 💬 You've covered all the points before. There is FAR too much useless information in NOTAMS.....we know there are bloody birds in the area. **If states really want to keep all the information, then a risk factor could be applied and then the NOTAMS are presented in descending risk factor...say 5 for something that will kill absolutely 100% to 1 for a chart change notice etc...almost like shear factors...we only take**





### notice of the really bad numbers.

- 💬 Too much unimportant and hard to decipher information obscures the truly safety important material. Any commercial enterprise that operated this way would have failed long ago.
- 💬 Safety of flight information only...airport/runway closures, facilities and nav aids out of service, unauthorized approaches, runway surface conditions. Obstacles 2 miles from the runway and taxiway closures, mowing, firework displays etc are unnecessary. I easily have 30-50 airports to monitor as a dispatcher and sifting through 10 pages of notams trying to find the important stuff can be difficult, especially when the important ones are buried in the middle of grass mowing and the tower being adorned with Christmas lights.
- 💬 I really don't care about taxiway light outages or damaged signs. Please remove this nonsense so I can get on to more important NOTAMs.
- 💬 The fixing of the notam system should be a priority. **Please stop issuing notams about things I don't care, like grass cutting, low altitude cranes nearby, and thousands like this.** Also keep notams updated, some have been there forever even if they are not applicable any more. Do not repeat information already contained somewhere else.
- 💬 There should be no long-term notams. either the changes get implemented into current charts/documentation or a new notam should be issued. long term notams that get filtered out by several systems are a risk and create a lot of clutter, when not filtered out.
- 💬 No bird notams, No trigger notams, No obstruction light outage unless within the IFR circling ring, Remove notams once chart is changed
- 💬 Nobody cares about a fence 1 mile from the runway that is 3ft high
- 💬 Get rid of the items we don't care about. Like a crane 2 miles west of the runway. Tell me about runways and taxiways being closed. Tell me about items that will affect my flight in an order of importance and in plain language.
- 💬 There is too much BS that down in the weeds for what I need to know.
- 💬 Just reduce the amount of published information to what is really necessary to safely conduct a flight within the next 24 hours.
- 💬 Stop telling us when you are going to cut your grass.



- 💬 Tower and crane info is near useless. In this day of incredible ability to transmit data, codes and abbreviations are ridiculous holdover from a previous era.
- 💬 Eliminate useless and redundant information. Example- 12 notams about a runway's various lights, non-standard markings and signage, but the fact that the runway itself is closed is buried randomly amongst 75 useless NOTAMS.
- 💬 Avoid the irrelevant.
- 💬 Too many pages of useless BS written in a 3rd language that I typically only have minutes to scan to pick out the important stuff
- 💬 Make sure it is useful, relevant, and practical information for pilots. I don't need to know that there's a post that's 33 feet tall 5 miles from the airport.
- 💬 There are simply too many NOTAMs. For a long haul international flight it is nearly impossible to sift through all the information and pull out the things that really matter. My biggest issue is way too many NOTAMs about stuff that really doesn't matter.
- 💬 Remove non-essential notams
- 💬 Essentials only please
- 💬 Less mess, just useful info!
- 💬 NOTAMs? Some essential info drowned into a sea of useless shit
- 💬 Special attention to India please. 30+ pgs often. Who will read all of that?
- 💬 Have a separate information system for the distribution of information that is non safety related.
- 💬 The Indians need to update their AIP and reduce the number of notams, most notam errors I've experienced have been a result of too many irrelevant notams.
- 💬 Relevant reporting is the key
- 💬 I would very much like to see the issues that would affect normal operations somehow highlighted; a runway closure shouldn't be hidden beneath fifteen hour-long taxiway closures.



- 💬 Get rid of FDC notams...incorporate changes quickly and don't make me go look for something that is buried.
- 💬 Organization is nonexistent in the current system. I have missed airport closure notams because they were buried in a lot of atc added information. Let pilots and dispatchers choose what information they need in their brief.
- 💬 Filtering for the type of operation, eg part 121, heavy aircraft. Also, an app on which you can click away of favor such as the aeronotam app is a great way to reduce clutter. More official iterations of this IT technology would be of great help.
- 💬 I have experienced less of an issue with NOTAMs on Domestic US flights; though on some international trips have received pages upon pages of NOTAMs. So many in fact that it would be unreasonable to think anyone would read through and comprehend all of them. I wish your team the best in this effort!
- 💬 Reduce the massive volume of Notams
- 💬 **Trigger NOTAM's seem almost useless.** If a trigger NOTAM is applicable to your flight then it should be displayed with information regarding your ports/ route. The AIC circulars are fine to read, and pilots could be notified of the circulars and can choose to read them or not (depending if they're applicable) - instead of having pages and pages of trigger NOTAMS that offer very little information when printed out, and no pilot is going to then look up all of the circulars for the trigger notams before each flight.
- 💬 Remove anything that could be expected to be taken care of by Lido, jeppesen etc. Info on e.g. fix coordinates are either taken care of by chart provider, or ignored.
- 💬 Remove trigger NOTAMS and FDC NOTAMS
- 💬 The new TALPA numbers have no business being listed in the Notam system. They should ONLY be listed on the current ATIS. Some airports are doing this and some are not.
- 💬 Two restrictions can easily be drawn onto a B/W 10-9 chart.
- 💬 FDC NOTAMS are a big issue too. It's very tough to read through all of them to determine what has changed.
- 💬 DO NOT INVENT ACRONYM. REDUCE THE NUMBER OF NON -SAFETY ITEMS. CREATE 2 DIFFERENT SYSTEMS: 1ST FOR GROUND INFO AND THE 2ND FOR AIRBORNE INFO





## Put Critical Information First

*Here's what Pilots and Dispatchers suggested:*

- ... **Introduce two levels.** level 1 for operationally critical information. level 2 for everything else that doesn't affect daily Operations directly.
- ... We need to find a way to get the most important information in front of the Pilots right away, and then come up with a system that presents lesser important information, but still relevant to the flight, in an easy to read, graphical format, that is intuitive, instinctive, and relevant to my phase of flight. Don't show me NOTAMS for taxiway closures at my destination airport, when I'm taxiing at my departure airport.
- ... **Get rid of the multitude of "Enroute NOTAMS". There are far too many to even begin to digest especially on a long haul flight.** Airway changes, intersection changes etc. etc. are all things that should be dealt with in the AIRAC cycle and already be in my Nav Database. The system, if not political, is, at the very least driven by liability and litigation far more than safety; "Oh, so you missed notam number 1,376 out of 3,200? Well hand over your licence. And your insurance is void. Etc, etc"
- ... Reduce to the REALLY important stuff.
- ... Risk based! Relevance based!
- ... Keep it essential and with context to actual action needed, e.g. 30m cranes pose no danger to VFR (they can be seen on approach and en-route does not go below 150m anyway) and IFR only cares if moca or oca/da is affected
- ... Present essential NOTAMS first.
- ... Critical notams are sometimes buried between all the "twr unlighted" and "crane" notams that are listed. Those less important notams should be lower than runway closures and an aid closures. Runway RCAM reports also need to be easily inputted by airport ops so that pilots are not guessing runway conditions.
- ... Prioritize the information
- ... Prioritise the critical. Airfield or RW closures.
- ... The Notams are overloaded with useless information which indeed makes it hard to spot the "killer" items



- 💬 Make safety items first and highlighted
- 💬 Put critical NOTAMS at the top of each airport's NOTAM page.
- 💬 I like the idea of having a system that highlights the critical notams in red.
- 💬 I love NOTAM but importance order and colors could be very useful for dispatchers
- 💬 Prioritize and make them easier to read! Reduce paperwork, it's a nightmare!!
- 💬 Great work Mark! Prioritize notams, categorize them and make them plain English!
- 💬 If nothing else changes, at least list NOTAMS by importance to operators (pilots, ATC).
- 💬 As suggested, list critical items first. Also, remove items that are unimportant to pilots such as mowing or cranes near the airport.
- 💬 As so many NOTAMs are published, amended and corrected, the amount of information within, is almost impossible to track. Is important to qualify them by groups (ie. Airport, Runway, Nav aids) and they should appear by their relevance order within the groups and only after by date.
- 💬 Your previous suggested fixes are great. Plain language, categories, importance level, colors, visuals/maps, we need them all. Let's go!!!
- 💬 By now we've become accustomed to the codes/jargon, would like to see most pertinent info first. **A runway that was shortened by half got me one day because it was buried in 4 pages of NOTAMs that were just noise.**
- 💬 Most important info up front - runway closures, approach mins, STAR, SID changes...
- 💬 I hope that the changes will adopt a system to identify the most critical items.
- 💬 Most important first, clear language, obvious breaks for each airport in the notams
- 💬 Most important items first and color coded.
- 💬 Most important NOTAMS up top.
- 💬 Prioritize the information so that the NOTAMs that will kill you are presented first and the NOTAMs about things that are nice to know are placed after that.



- ... NOTAMS need to be prioritized. For example, if a runway is closed, say that 1st and then list all the lights/NAVAIDS/markings that aren't available.
- ... Give me critical information first. I don't care about the 50 unlit tower obstructions 300 miles from my route. I do care about TFRs which are often at the bottom of the NOTAM list.
- ... Prioritize NOTAMs, make dates easy to read, use plain English and jargon when explaining the issue, **maybe even offer a method for pilot feedback or a "like" button so other pilots may get a better idea of the NOTAMs relevance.**
- ... Prioritize and color code. I love on [fitplan.com](http://fitplan.com) how they highlight new notams in the past 24
- ... Prioritize and put in plain English please
- ... Prioritize the info putting the most critical at the beginning.
- ... Prioritize, plain language, and keep information relevant to current date.
- ... Again, too much information that is not easy to read, so critical information can be easily overlooked. There needs to be some prioritization.
- ... Most important (current) information first
- ... I believe NOTAMS should be listed as to the importance of the NOTAM (A RWY CLSD should not be buried in the middle or the bottom)
- ... Prioritize, use plain english, color-code text, use graphics or map diagrams where appropriate, give options for automatic notification of new notams when requested
- ... Put critical notams apart from others
- ... Critical information displayed first
- ... Tell me what I need to know easily from most-to-least important.
- ... List the notams chronologically so newest first
- ... Priorities! A closed runway or inop glide slope outweighs a tower light out of service.



- ... As you already mentioned, first get rid of acronyms, abbreviations and codes. Second prioritize the NOTAMS and third add graphics or charts if there are areas concerned.
- ... Must be a better way to prioritize the notams with a level of threat to safety.
- ... We should have Notam information that is easy to understand with **prioritisation given to most critical information specific to the flight planned**. Common sense should prevail in terms of other information on surrounding airspace that may affect the proposed flight and not notams that are relevant for pilots flying 3000 miles away!
- ... I want to see most relevant Notams first runway closures etc. Let's face it we have a finite amount of time to plan a trip. We can't be burdened with too much non essential information.
- ... Too long, often irrelevant and old not as sometimes never go away. Sometimes I can't even FIND what the code means.
- ... Prioritize Notams List critical notams first. AD CLOSURES RWY CLOSURES NOT INOP TOWER LIGHTS
- ... Prioritize airfield and runway closures along with associated impacts on approaches.
- ... Prioritize the most impactful NOTAMs at the front. Make sure long term NOTAMs are incorporated into the appropriate planning documents and are not taking up space in the more important ones. See VIDP as an example of too many NOTAMs.
- ... Make it simple to read, color it, simplify and organize by category, put critical closures first
- ... Prioritize-no non-essential info
- ... Show the most critical infos first readable by OPS dispatchers : closures, curfew, restrictions, no fuel, etc....
- ... Organized by hierarchy of importance/impact
- ... Most important and pertinent notams first
- ... Relevant pertinent critical information
- ... Should be used for critical items ONLY





- 💬 **There is no need to use colors, with the airlines NOTAM packets are typically printed out and it is with B/W printers.** Simply putting critical and important information first like airport, runway, and taxi closures. The towers 5 miles away from the airport 300ft AGL are almost completely useless, if we are out there, those towers are the last thing we will be thinking about. FDC NOTAM's to approaches, departures, and arrivals also typically go unread. If something changes by 10 ft its safe to say, just publish it with the next chart revision, it's not THAT critical. Leave NOTAM's for things that we NEED to know, then they'd actually be read.
- 💬 Declutter and present only pertinent info.
- 💬 If there were a coding of most critical to least critical in some fashion, this would be helpful.
- 💬 Most important thing is to leave all the BS notams out.
- 💬 Prioritize the NOTAMS in order of importance. Do away with the coded system.
- 💬 One of the frustrating things about NOTAMS is how short term and long term are mixed together. If a change can be made to an approach plate, an airport diagram or somewhere else that should be the method instead of a multi year notam.
- 💬 Somehow the NOTAMS should be prioritized by how important they are. Important first, 38" bush on the side of the runway should be last.
- 💬 Prioritization of the most important notams in some way shape or form.
- 💬 Only critical information should be presented and authority should clean up the irrelevant Notams on a more regular basis. Since EFB is much more readily available, taxiways closure, construction information maybe able to incorporate into Jeppesen?
- 💬 It would be nice to have only relevant info based on what code we file.
- 💬 Most dire NOTAMS should be first
- 💬 Show only the relevant information.
- 💬 Prioritize and put items that impact alternate mind st the top of the list. Use plain English and include local times for effective dates and time. Auto delete Moran's that are no longer valid.
- 💬 Put less important NOTAMS at the bottom.



- ... NOTAMs need better organization. Right now as listed there is no order.
- ... Prioritizing NOTAMS would be a great way to start cleaning up the system.
- ... I think if divided the Notam in 2 areas, priority most critical like runway closed, Approach system down, Taxi ways unavailable and than the no priority information .the priority list should be like the briefing strip of a Jeppesen approach chart, It is easy and straight.
- ... **Notams should be as they were intended.** Notices of relevant and important information to airmen. I care little about cranes erected on construction sites nearby airfields unless they affect the flight in anyway by raising minimums or have other operational impact. I don't care about closed taxiways as long as they are marked properly when I arrive, and they have serious implications to the operation. Unless Notams have any operational impact, I would rather not have them at all.
- ... Prioritize Notams. A runway closure is more important than a crane 200 meters away from the runway that is not an issue.
- ... Definitely needs fixing. Easier to read, colors, diagrams, essential flight critical info first, all of these would help!
- ... Love the idea of separating the notams into categories and putting critical notams higher on the list
- ... List By importance/category then by latest.
- ... The most important factor for me would be prioritization of messages.
- ... Better organization such as being organized by importance
- ... Prioritise important info first and also in plain English. Keep it short. Leave overly useless info like cranes and construction around the airport that does not protrude into SID or STAR. Keep up-to-date. Expired and diffirent times that is not during the flight time should be deleted. Thanks for your effort!
- ... Important things and closest dates first
- ... Get the most important NOTAMS first - least important for safety at the end
- ... List the newest NOTAMS first, and categorize them by time since issuance. Maybe the first section could be "NOTAMS from the preceding 24 hours". That way if you read through all the NOTAMS the day before a flight you can quickly review the day of your



flight to see if there is anything new.

- ... Filtering, filtering, filtering. I want to be able to see what is important to me right now with the most critical items at the top.
- ... Critical NOTAMs are buried within non-critical NOTAMs.
- ... Listed in order of criticality
- ... Prioritized information. Use of an airfield diagram with hatched out or X'd out areas that are closed, under construction etc. **A picture is worth the thousands of words** -- FAA Construction site already has SOME airports -- get more on it.
- ... It needs to have crucial information either in bold or first. If i was 10nm from the aerodrome and there was a crane at 350ft high. I think I would have a lot more to worry about.
- ... **Don't try to fix everything tomorrow**, focus on prioritizing safety and the communication of critical relevant information
- ... Most important items at the top. Unlit obstacles removed and archived somewhere else. Bold and highlighting used to convey important information and raised IAP minimums.
- ... As stated above, plain English and categorized by importance.
- ... Should be listed by most important- airport closed, special event, runway closure
- ... Start by providing the relevant infos, those related to the very day. Info related to near futur like airport closure/works or else could be presented to Ops/Handling only' not to taking off Crew...
- ... Always list in chronological order so as not to have to read all to find out which ones are new
- ... It's about getting the most important information to the end user with the least amount of noise surrounding it. Find a way to filter out the NOTAMs that every pilot just glosses over anyway. Make taxi closures and runway closures graphical. Relocate obstacle NOTAM's to another location unless they affect approach/takeoff minimums. Standardize international NOTAMs as well.
- ... Notams should focus on critical/safety of flight issues. Put the nonessential/CYA stuff somewhere else.



- ... Emphasise the important, make them shorter
- ... You are funny. Make the important ones stand out maybe with color
- ... Use of colors is good, depending on importance or severity of the Notam.
- ... Sorted by order of importance
- ... Runway closures should be listed first! Also, TFRs need to be more apparent in the NOTAMs
- ... Categories and in order of importance
- ... Relevant info only
- ... Notams can be difficult to read and understand. If the most critical information can be listed first that would be a great help.
- ... In order of seriousness
- ... Each notam is to be expressed in different row. The most important would be the first. Airport, rwy, approach nav aids related ones in different color.
- ... I would like to see runway closures , airport closures, severe weather info first and not have to read 2 pages of taxiway construction to find out the runway is closed or the airport is closed
- ... Important information to be "highlighted"; often NOTAMs much too long; expired NOTAMs still published; to combine NOTAMs in groups
- ... **Critical information needs to come first.** Runway and airport closures, airspace closures due to rocket launches and military activity, ILS components inop. Airspace Notams need to somehow be redone. There are way too many that are issued.
- ... FDC NOTAMS that are critical such as notams regarding instrument approach changes/outages always get buried in the irrelevant stuff. That is my biggest complaint. We need to treat those with the same emphasis as runway closures.
- ... Listing fewer notams that are not essential to a flight would help to leave the focus on the critical information provided.
- ... Flight critical stuff first and separate from the volumes of garbage. Don't tell me about things inop on a runway and make me get to the 8th NOTAM to find out that runway is



closed and the previous notams are irrelevant.

- 💬 Only include important notices. Safety related. Runway /taxi closures. I don't care the paint is faded
- 💬 I don't believe wiping the slate clean and starting fresh is the best idea. I can see this turning into another confusing and even longer system because no one wants to be responsible for omitting info that's useless for 99% of pilots but would cause a problem for the other 1%. When I check notams I want to quickly know what's closed and out of service, in order of importance (i.e. Runways, ILS, glide slope etc, approach lights, taxiways last) I don't care about things that don't change anything (i.e. drones in the area, birds and wildlife, unlit towers below 500' especially if more than 5 miles from the airport.) Times and dates should be less confusing, omit the year unless the start or end date is not the current year. Permanently decommissioned nav aids should be removed from charts, notam deleted, and then GPS/RNAV waypoint should take its place.
- 💬 As a pilot I think sequentially, from **block out to block in**. NOTAMs for each segment and in order of importance would be great.
- 💬 Notams should only be published for things that will affect a crew's ability to get into/out of an airport. Also, secondary redundant irrelevant Notams should be eliminated- for example if a runway is closed, I really don't need to know that the Approach lights, threshold lights, papi, and glideslope are OTS as well.
- 💬 Only essential information should be in NOTAMs
- 💬 Cut down on the amount of information contained. Only critical information to be contained.
- 💬 3 priorities of notams. #1 things that actually affect the safety of my flight, #2 lights out and taxiway closures, #3 all of the trees/cranes and the other crap that isn't needed really but has to be there.
- 💬 Some Notams are unique to the operator, but some impact a greater portion of aircraft, which should be emphasized.
- 💬 Critical or urgent notices to Airmen should be available on ADS-B surveillance. It's difficult to obtain up-to-date information in flight.
- 💬 Vital info should stand out
- 💬 The first thing listed should be what is affected on top.



- ... Flag critical information
- ... Take all NOTAMS except critical ones OFF the ATIS.
- ... Keeping in line with [safeairspace.net](https://safeairspace.net) i think safety of flight notams including political issues should be listed in red and at the beginning of a brief
- ... Make NOTAMS RELEVANT.

## Put it on a Map!

### *Here's what Pilots and Dispatchers suggested:*

- ... The Defense NOTAM page began using pictures to plot items a few years ago. It is brilliant and would be so helpful in so many of these 'plotted area' NOTAMs. I like the idea of input from the industry instead of just the local or state authority.
- ... Notam should be brief and easy to read, preferably with a map representation
- ... Instead of creating a otam for a chart, just change the affected chart or map. We all use the electronic versions anyway, those that don't can continue to look at the ugly notams.
- ... Get rid of coordinates. Use picture instead.
- ... Enroute NOTAM are the most difficult to apply and should include a map with your route depicting applicable NOTAMS.
- ... Like you said already, plain English and a map on which areas are depicted, not coordinates summed up which I have to plot myself. Also, no "Caution, migrating geese between 350-700ft in the CTR"(I hope they are squawking) like in EHRD
- ... Perhaps there could be a free to use web site with a clickable, zoomable map with all the information.
- ... A picture (or geographic layout) says more than a thousand Notams.
- ... If coordinates are involved: map it
- ... Now that most of the airlines are using electronic charts, if a notam is valid for more than 2 months for example, it should not be in Notams but directly in charts. This would allow



to keep notams for important and short period items.

- 💬 Provide graphical representation.
- 💬 Graphical representations. A picture is worth a thousand words.
- 💬 Graphical, clear, concise info. We are no longer limited by teletype speeds and message lengths!!!
- 💬 Graphical representation on my Flight plan.
- 💬 Use more visual presentations with regard to runway and approach issues/changes. **No more cranes please.... I couldn't care less.**
- 💬 Use mapping for obstacle or airspace related notams
- 💬 Graphical map based center notams (within a defined distance of your routing)
- 💬 Pictures would be nice especially for center notams. Also would help with taxiway closures.
- 💬 **I think one of the best and easiest way to present NOTAMS is visually through a picture.** This idea may be directed more towards Arinc, Jeppesen, etc, but it would be great to be able to look at an electronic airport charts that overplayed the NOTAMS such as runway or taxiway closures, approaches OTS, etc. basically have some indication on the chart that when you touched on it a popped showed that NOTAM. It should be time specific to your flight (plus or minus a time period that is adjustable by the pilot).
- 💬 Taxiway closures and construction should come with an airport diagram showing the closures in a certain color.
- 💬 Based on the previous questions, I think you are moving in the right direction. A graphical representation with interactive links for each specific area or location would be a very helpful tool in my opinion.
- 💬 There needs to be a graphic system of displaying relevant NOTAMs.
- 💬 Graphic display based on type of aircraft and operation
- 💬 Graphic representations of notated areas
- 💬 Graphical representations, especially of unlit towers for night flying.



- ... Graphical representation of taxiway/runway closures is a must.
- ... Center NOTAMs would most benefit from a graphical representation.
- ... Maps. Colour. Reduce the clutter
- ... I love NOTAMS, however, they can be a bit tricky, and sometimes unintelligible. Using graphics, colouring and maps would be a great idea. Also, using coding is an old way of cramming a lot of data into small files. We need information we understand, which is quick and easy to find! Thanks for improving!
- ... Most notams are not dealing with real safety issues, remove these ones from the notam briefing. Add pictures.
- ... When a Notam can be viewed in a Map, the text portion should include a link. It's the best of both worlds.
- ... It's useless to give co-ordinates of the obstacles, it should be graphical.
- ... Categorize NOTAMS and show airspace restrictions on a map.
- ... I would like to mention INDIA on this example: it's common for some destinations in India to reach 5 pages of totally unnecessary and impossible to decode information, and it's clear it's simply the government throwing unnecessary information to simply protect themselves of any eventual responsibility. In my airline, we're given 15 minutes to brief a whole flight, **if you want to decode the NOTAMs of Mumbai, I believe this would take over 1 hour**, if Delhi is your alternate, you would run out of duty time! Something else I would like to mention is geographic coordinates: seriously? Relevant information should be graphically shown on a map, not coordinates which need to be decoded and 100% of the time, pilots have no idea where 190519.897N0725241.512E is!!!
- ... Pictures, pictures, pictures; and colors.
- ... Risk zones and danger areas need to be graphically presented instead of a bunch of meaningless coordinates
- ... Graphical depiction.
- ... A map that shows where the notam areas are
- ... Map overlay





- ... Give a title besides the number, to preview the topic , move beyond the teletype years and write plain, add a picture/map/amended chart to clarify, avoid the useless or the unusable, avoid acronyms
- ... Use a map
- ... temporarily restricted etc. areas should shown on NAV maps and be downloadable into NAV apps, publishing corner coords of polygons is simply outdated and stupid
- ... An interactive system that integrates with Jeppesen Flight Deck or a similar app.
- ... Vet out unimportant information and use maps to display any coordinates in relation to NOTAMs.
- ... Address center notams and the way they convey location information
- ... Graphical depictions of airspace that is closed. Looking at you RJJJ. 10-15 pages of Notam's many are
- ... Firstly, any NOTAM with a lat/long should be accompanied with a picture. There is no need to use the made up contractions and abbreviations in this day and age. Lastly, FIR boundary notams and Asia should be deciphered and plain language often they come buried in a difficult to read format.
- ... The Defense NOTAM page began using pictures to plot items a few years ago. It is brilliant and would be so helpful in so many of these 'plotted area' NOTAMs. I like the idea of input from the industry instead of just the local or state authority.
- ... Better depiction of obstacles instead of coordinates that mean nothing.
- ... Some NOTAMS are so ambiguous that you do not understand the real status of an airport. Once we had a flight into an area with an airspace closure near the destination and alternate airports that closed the airports, it wasn't until the crew entered the sector and they were asked their intentions that it was clear the airports were closed. All airspace closures should have a map, and if an airport is closed it should be noted separately.
- ... Frustrating when info is inaccurate. NOTAM says approach/runway/STAR is out of service, so pilot doesn't plan for that. Is then very surprised and behind when ATC assigns procedure referenced in NOTAM. Often requires unnecessary communication as the pilot queries the controller. Also, show taxiway closures on a pictorial.



- Integration into Electronic flight bag systems - for example, what the SkyDemon app (a VFR hobby pilot took, but an amazing one) does. Show them all on the maps the pilot actually uses - remove or flag items, that can not be used (taxiways , etc) - add closed, restricted or danger areas, etc...
- Allow geographical names in addition to coordinates.



## Take out the Tower lights!

### *Here's what Pilots and Dispatchers suggested:*

- There are way too many tower light outage notams. If they could be grouped together somehow, or otherwise condensed, I think that would be great.
- I'm very happy that there is a movement to update this system. Antiquated doesn't do it justice, ancient is the correct term. Crowd sourcing the information is ok for somethings, but NOTAMS should be for the distribution of official flight critical information. I wish the tower light outages would go away. I wish the taxiway closures were just depicted on an airport diagram. A picture is worth a thousand coded and uppercase words! I really like the color coded idea as well. Items that would prevent a flight from happening in red. Cautions in yellow and info only in green. Thanks again for undertaking such a large task. It will make a huge difference.
- Buried among 20 unlit tower notifications is something I might actually need to know. Very frustrating! I do appreciate the fact that runway condition report is now a common listing.
- Get rid of unlit towers. That's 90% of the clutter.
- There are way too many tower light outage notams. If they could be grouped together somehow, or otherwise condensed, I think that would be great.
- Stop putting in 8 million towers. Nobody takes the time to map them
- It should be simple. There can always be another delivery system for "this tower has a light out" messages, but NOTAMs should only be critical flight information and should be easily readable in just a few minutes.
- Anymore I automatically ignore Notam that have the word tower in them. And getting that way w taxiway closures.
- Remove non safety information like "Obstacle Lights OTS"



## Make the Date and Time simple

*Here's what Pilots and Dispatchers suggested:*

- ... I think you should add local time.
- ... Convert UTC time for each notam to local
- ... Use common date format and include local time after Zulu time
- ... Times should be both in UTC and local
- ... make the times and effective dates easier to understand
- ... Make Date, Time, Duration, Expiration, info is presented without ambiguity.
- ... The times in NOTAMs need to always specify "Z" if its Zulu or the time zone if not.
- ... Do away with the old fashion date /time group. We have moved away from ticker tape information sharing .
- ... NOTAM START AND END DATES , TIMES, CAN BE WRITTEN IN SIMPLE EVERYDAY FORMAT,BEST WOULD BE EG 27 MAR 2018, SO NO MONTH/DATE OR DATE/MONTH CONFUSION
- ... Do away with the coding and make dates and times easier to decipher.
- ... I'd like to see NOTAMS communicated with the dates and times in both Zulu and local times. In plain English.
- ... Sort it by date please.... newest first...
- ... Plain language NOTAMs with the option of local time zone.
- ... Clear distinction between local and Zulu time for items
- ... Runway Closed between this Z and Local times. First thing listed in red



## Use Modern Technology

### *Here's what Pilots and Dispatchers suggested:*

- A single-source, reliable output would be great; right now I check FAA, Skyvector and the TFR map for TFRs and they all have different information. Changing cases is fine from all caps to normal but removing code makes the NOTAM even longer, so maybe just critical info that affects flight and ground movement?
- I do think the NOTAM system needs to be updated to best utilize current technology, but I think the suggestions earlier in the survey are an excellent starting place. Thank you for the effort.
- There should be an area for "standing information" of the political nature so we don't have to plough through it each time. Perhaps an alert feature that you only re-visit it when something has changed. This would make NOTAMS in general easier to see and understand as it would be the day to day operation issues.
- I want a system where I can put in my block out to block in times and only show the NOTAMS that matter to me, prioritized by threat.
- Want a system that would send me notams that I plug in for a certain time frame. So to stay ahead of trips and not find a new notam at the last minute.
- Incorporated in apps like ForeFlight does now to show data to a procedure level
- Let's not allow NOTAMS go to "user generated content". Ever read discussions online? I don't need it in my NOTAM. The state solution is just fine!
- A service where you could get emailed new NOTAM information as it is posted
- Make it relevant to the flight filed.
- Partner with a company like Foreflight. Visionaries. I envision pulling up an airport chart and all closed taxiways, runways, ramp space are colored red, ball notes that expand to show men and equipment adjacent to taxiway- maybe icons, maybe icons that expand when you touch them.
- EIntegrate the NOTAM with the TAF/METAR. One stop shop



- I use foreflight which makes reading and checking the Notams much easier and effortless.
- Anything to attempt to modernize would be a welcomed change.
- The ENii system should also have a mobile app feature as well. Thanks
- In a digital age, one would think that timing, location, issue and severity (impact) would be easy to mine.
- Accessibility on platforms besides FAA website should be quicker and not have to click various tabs to get to one. Making it a lengthy process to find the button to look at notams make them a hassle to even try to look at. Also, we fly /A aircraft and some Nav aids are OTS and maybe have an interactive map where you can toggle between high and low charts and the map will show red for OTS nav aids yellow for unmonitored and green for good.
- I love the way Foreflight charts pop up with notam information. Trying to find and/or remember there were two notams about runway 4R gets convoluted after reading 25 others.
- Optimizing the system for paper display at this point is futile. Leverage a computer's ability to hide/show information as needed, retrieve on demand, etc. Think "tagging" geographically, time, size of aircraft, place on airport, etc.
- Several third party groups have already come up with some of these ideas and they seem to work well. Use that as a starting point.
- Design a system that automatically displays pertinent information based on your departure/arrival date and time.
- Why stop Atl NOTAMS? Can we fix TAFs and METARs while we are at it? There is no need to abbreviate those either.
- Work with a Company like ForeFlight. They are innovative and I am sure will have some great recommendations!
- Make it mobile friendly. Perhaps a quick link app linked to a flight plan.
- The originators of NOTAMS need to understand how the information is actually assessed, assimilated and acted upon by the end user. There needs to be better training awareness of operator practices from the authorities and how the presentation affects the interpretation and use. The term NOTAM is antiquated. Quite often



NOTAMS are actually “Notices to Navigation/Planning departments” that actually need to take some action prior to operations, to adapt planning criteria and often for explanation to crew. The digital NOTAM concept is great, along with graphical representation, provided this is actually integrated into third party systems effectively. However, going digital itself does not actually fit the underlying problems of accuracy and relevance. Current subject matter criteria needs to be totally reviewed and overhauled. There is so much more to say on this subject.....

- The sky demon system presentation for NOTAMs works very well and if this could be expanded to an international and commercial use system it would be good as far as presentation goes.
- I fly at a major country airport and people just don't look at them because its to hard why do we need an account something simple we can bookmark on phone or ipad so it's easy to read and understand the issues - make it hard people dont use - im a web developer of 25 years and you guys fail massively
- This is a very good initiative. The NOTAM system needs to be improved. Very long briefing with very little useful information that can be easily missed. I don't think that all users should be allowed to publish like in a forum. The information needs to be verified and centralised. But it could be nice to have a forum system that runs in parallel
- Very hard to name one single thing... It needs a complete system overhaul. Digital NOTAM might be it.
- Digital ATIS should be made available electronically everywhere! The ability to learn what runways are in use prior to being in clear radio range is invaluable. If weather can be broadcast digitally to all users, why not ATIS?
- The actual Notam's system should be completely reviewed
- The entire system needs to be reconstructed
- Perhaps at the bottom have a link to additional readings. I think it would be cool if the NOTAMS experts could place 5-10(?) articles/periodicals/future state way ahead/NOTAM need to know the type of publications that would benefit any NOTAM end user.
- I chose 7-B, but beware the 'Social Media Syndrome' (i just coined that phrase..like it? :) that is, if too many entities have authorized access to inputs, could lead to trouble... Otherwise, EXCELLENT WORK MARK! and apologies for the all-caps, but in this case warranted! CHEERS! Dc



- I would like to see a more wide spread and user friendly system to provide a more efficient information delivery system. Also it should be pronounced "No-taaams" Thanks
- Make a standardised source to find notams, currently I find them in my companies cree briefing pack. There should be one website where all global notams can be assessed and filtered to the users need. Filters such as IFR, VFR, maximum flight level etc. Notams about obstacle lights and alike in the enroute environment should not show in an IFR briefing. I like [notaminfo.com](http://notaminfo.com), but that is UK only. Thanks for this initiative
- Please actually hire user experience professionals to design this correctly.
- Aeroweather is giving a nice and highlighted way to read notams! can be take as reference
- Vet any new approach and get user feedback before implementing
- Authorities - come forward and join those of us in the 21st century
- Update Notams to nowadays technical standards and systems!
- Check out the USAF Giant Reports. This sounds more like what you're looking for. Standard template, valuable airport info, lots of remarks/hazards.
- Bring it into the future!
- Finally a KNOWLEDGE MANAGEMENT approach to a useless product designed to transfer Liability instead of knowledge.
- **Develop an API** so all notams can be displayed by ForeFlight, Skyvector, JeppPro, etc
- It's outdated
- Pilot input on NOTAMS and free internet availability of ATIS





## Other comments (unsorted)

### *Here's what Pilots and Dispatchers suggested:*

- The NOTAM is for the pilots. Why can't the airport not explain the safety risk to the pilots? Today's system is not relevant.
- If no changes to the system, then a better way to decipher. A training video/reference guide/program to understand how to read most NOTAMs would be very helpful.
- Notams seem to be more of a way for States to avoid liability than provide information we actually need. An airline crew/dispatch team doesn't need a lat/long for every tree and bush on the airfield. However, maybe the single engine aircraft does? Or how about removing tree locations from the scenario all together and tell me what impacts my takeoff/climb performance? We are tired of being responsible for the runway closure we missed buried between pages of tree locations at a major airport. Lately, I find alternate airports with the fewest notams. When I am planning long haul flights with Etops and Re-Dispatch airports, being responsible for as many as 8-9 airports, plus FIR notams, is a lot. When fuel and weather aren't factors, my crew is getting the airports with the fewest notams.
- You've already hit on some great ideas. The only other suggestion would be to better educate those who create NOTAMs. I've had several instances where the NOTAM was misleading, and after talking to the airport manager who created it, they simply didn't understand it from a pilot perspective, and therefore it was worded poorly.
- Often references are made to AIP which are not accessible to airline pilots
- Additionally, allow local authorities to briefly note how certain NOTAMs are affecting local operations.
- Not only is the current notam system in need of an overhaul, many airports now include all notams in the ATIS. Take for example KCLT, listening to the ATIS can take more than 10 minutes. This is unacceptable while in the terminal environment having to comply with Descend Via RNAV arrivals.
- Make it easier and more attractive for countries, airports, ATC, pilots, FBO's and everyone to add information that is pertinent to safety and convenience to add to NOTAMS that will be distributed.



- Get the lawyers out of the system.
- The problem is who controls the balance. Used to be only real safety of flight items were put into Notams. Today with everyone afraid that some infinitesimal item may be a risk to safety everything gets reported. Categorizing (grouping and color coding) would help. But this problem of political interference is getting into other areas. For example; the FAA has made it illegal for FAA certified pilots (FAR 91, Subpart M) to fly in; Tripoli (HLLL), Simferopol(UKFV), Dnipropetrovsk(UKDV), Damascus(OSTT), Sanaa(OYSC), & Somalia(below FL260). This is in addition to Special FAR 79 N. Korea prohibition. So, it is not just Notams that need the politics eradicated from.
- If you're suggesting changes free of political bias or issues, then you may also be interested in other ideas that are unbiased and neutral. Including **changing the name of "Notam" (notice to airmen) to a more gender-neutral term**. This would simply reflect the true, changing aviation personnel environment. Pilot Alerts, or Pilot Notices, or Notices to Pilots are options that are short, memorable, clear, and inclusive. Thank you! (submitted by a male pilot)
- I have publicly voiced my concerns to the FAA and Lockheed Martin re the NOTAM system at an FAA Safety Symposium. That was several years ago.
- Have current, active pilots involved in deciding how Notams are going to be presented
- If safety is truly the reason to post NOTAMs, then consider end-user perspective.
- The State AIS responsible for disseminating NOTAMs and creating NOTAM policy must significantly diminish the need for verification of NOTAM content by standardizing all NOTAM language. NOTAMs will contain only terms defined in a standard ICAO glossary. The glossary will be composed of a list of alphabetically arranged uniform phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and definitions used by the State AIP.
- If the aviation community was involved in publishing NOTAM information there would be a danger of again having too many, or irrelevant, pieces of information. I had to complain about this so many times in my previous company, where we had an internal handover for IMPORTANT NOTAMS - and then you read stuff like EDDF RWY 25L/07R closed 2300-0500 or Avgas 100LL not available (and we operated big jets...).
- Notams should be managed, i.e. old info removed, non-essentials left out. This would improve safety as ppl would actually read it and not give up as too much unnecessary info. Maybe states who manipulate NOTAMs should be invited for a talk by i.e. ICAO or



some overall governing body.

- Consider a single format for UAs and NOTAMs. Allow user, FAA, and local ops to all contribute but mark the source and/or verifier. Definitely group or use outline format to collect everything affecting runway 17L differently than 17R. Effective time needs to be at the front, not the end.
- More pressure from airspace users (Airlines) on ICAO, to speed up improvements of Annex 15, DOC 8126 and the coming PANS-AIM. Also pressure on countries like USA, to apply ICAO standards, so the rest of the world understands their NOTAM better :)
- A non-country organization must control the notams to avoid different "thinking" of what must be published.
- Vetting submitted NOTAM information may be difficult depending on manning. Anything that costs is likely to be pushed to the right.
- There should be some kind of penalty for organizations (airports) who do not report NOTAMS in a timely manner, and in sufficient detail.
- Remove the politics from intl notams!
- Get input from flight service
- Tailored route notams. Remove any notams outside the endurance of the aircraft +/- 4 hours.
- I wish to view NOTAMs for my area, the area that I typed in, not for every damn thing happening in the country and sort through large amounts of non relevant information.
- The current Notam system has nothing to do with the real operation. We need a totally new independent, comprehensive and integrated system to provide automated customized information for each and every planned route!
- We should have the ability to enter a flight planned route and have only pertinent NOTAMS show
- Single source for all notams related to a given trip.
- Notams should be easy to tailor according to the pilot/airline need. The validity period should be for a specific date. If my flight is tomorrow, I don't care what will happen in two months. Notams validity should be limited for a short period. In some airports, charts



have been updated already years ago but the notam is still there.

- There are already many app out there that categorize notams, like aero weather... also leave out the notams that are not applicable on the day of the flight
- Only Notams relevant to my flight plan. I don't need DCA warnings when I'm flying between CLE and BUF
- Local, NOTAMS, D NOTAMS, and FDC NOTAMS for each departure and destination need to be better organized, such as, the important things first. The current ordering by date does not make much sense because it burys important NOTAMS and the date format is difficult to read, as well. Also, why simply NOTAM a runway closed without the reason why, or for how long? I have read runway closures in one hour's ATIS and then reopened in the next ATIS. It would be nice to know if a runway closure, or lighting issue, is a long term outage, or simply a routine test or check.
- Allow the user to enter a flight route that will highlight the NOTAMS that will affect me. Also, allow to filter for high altitude flying vs low, this would take out those countless and stupid kite flying NOTAMS in the UK
- How great would it be to have a Notam for landing and another for departure? Imagine having the information in a different order depending on what you're going to do? For example. If you're landing somewhere I prefer to know that this ils or vor is out of service before knowing that this apron or this taxiway is closed. This is just an example.
- I would also like a way to subscribe to NOTAMS for example: I have a trip to LAX on Wednesday, I'd like a way to subscribe to any new NOTAMS that pop up between now and Wednesday. Like a push notification/email.
- Receive email updated Notam (improved) version on a list of Favorite airports or regular destinations.
- Make it relevant for the specific user. I.e a pilot may not be interested in What taxiways are closed as one only taxi according to the clearance hence why that info is important for ATC..

