

**U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration  
IFR PILOT EXAM-O-GRAM\* NO. 41**

**NATIONAL AIRMEN INFORMATION SYSTEM**

Analyses of responses received on the Instrument Rating (Airplane) Written Tests indicate that many applicants do not fully understand the National Notices to Airmen (NOTAM) System. This Exam-O-Gram will attempt to explain how the NOTAM system keeps you informed of changes within the National Airspace System (NAS). The National Flight Data Center (NFDC) was established by the FAA to operate a central aeronautical information center for the collection, validation, and dissemination of aeronautical data in support of the activities of government, industry, and the aviation community. This information, which affects the NAS, is disseminated by three methods: (1) Aeronautical Charts, (2) Airman's Information Manual, and (3) the NOTAM system. These methods are designed to complement and support each other. The basic difference is the frequency of issuance. The NOTAM system is designed to inform pilots, as well as other users, of changes in the NAS that occur so rapidly that time does not permit issuance on a chart or in the appropriate publication. NOTAMs are categorized as follows: Landing Area NOTAMs, Lighting Aid NOTAMs, Air Navigation Aid NOTAMs, Special Data NOTAMs, and Regulatory (FDC) NOTAMs.

Data which is of a "time-critical" nature that could affect the safety of flight operations, and which is given all-circuit or "distant" dissemination, is a NOTAM (D). Such items might be: "ILS glide slope out of service," or "VOR out of service," or perhaps an airport or a particular runway closed. When changes such as these cannot be included in the AIM or Aeronautical Charts, they are appended to the hourly Aviation Weather Reports (SAs). Only NOTAM (D) data is presented in this manner. Below is a brief explanation of how this information can be interpreted and used for flight planning purposes.

(NOTAM symbols and codes used in the SA reports.)

- ( → ) - Indicates that NOTAM information follows. This is either textual data, or reference, to a previous NOTAM. (Refer to **(A)**s below.)
- ( ↘ ) - Indicates that NOTAM information is current. (Refer to **(B)** below.)
- 9/32 - Accountability Number. Each NOTAM is assigned its own AC number. (Refer to **(C)**s below.)

**Figure 1** - New NOTAM (D) information in textual form appended to the SA report.

IAH 55 SCT E250 OVC 5HK 179/70/60/1205/006/BINOV → IAH 9/32  
IAH ILS GS 8 OTS **(A)** **(C)**

**Figure 2** - Data which was previously transmitted in textual form in three separate NOTAMs; e.g., ACs 10/10, 10/15, and 10/17. (Refer to the NOTAM Summary (NOSUM), Figure 3, to determine the actual text.)

CLL SP E5 OVC 2RF 220/50/49/3615G25/018/ LE42 RB43 CIG RGD PK WND  
3430/29 → CLL ↘ 10/10 10/15 10/17  
**(A)** **(B)** **(C)** **(C)** **(C)**

- Figure 3** -
- NOSUM 191702
  - DAL 9/23 GVT ILS LOM OTS
  - CLL 10/10 CLL 4-22 CLSD TURBO ACFT
  - CLL 10/15 LOA DME OTS 15-2000
  - CLL 10/17 CLL 10/28 CLSD
  - TUL 10/6 TUL 8-26 CLSD
  - TUL 10/10 MEE VOR OTS

(NOSUMs are transmitted hourly for a specific geographical area and immediately follow the SA reports.)

Data that is primarily of a "nice-to-know" nature, and does not meet NOTAM (D) criteria is disseminated as a NOTAM (L). This information receives only local coverage. Examples of this might be "men and equipment on runway," "large flocks of birds in the vicinity of the airport," or "a portion of a taxiway closed." Dissemination is by telautograph, telephone, control towers, and FSSs for airports without control towers and during periods when control towers are not in operation. NOTAM (L) data is available to pilots upon request, or on an "as needed" basis when departing, enroute, or landing. Information of this nature might also be included in local ATIS broadcasts. NOTAM (L) information is not appended to the hourly SA reports, nor is it included in, or referred to, in the hourly NOSUM.

Information concerning changes that affect the enroute structure or instrument approach procedures is disseminated by the NFDC as FDC NOTAMs. They are issued in compliance with a Federal Aviation Regulation and are, therefore, considered regulatory in nature. FDC NOTAMs are initially given "all circuit" dissemination. If the data is still in effect at the publication dates, the FDC NOTAMs will appear in the AIM, Part 3A. FDC NOTAMs are classified as: Flight Information/Temporary (FI/T), and Flight Information/Permanent (FI/P), and each is identified as such on the teletype transmission and in the AIM, Part 3A. FI/T indicates conditions that are expected to exist for less than 45 days; FI/P, more than 45 days. The symbol (#) denotes a new FDC NOTAM. Refer to Examples A and B below.

Example A

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FDC 6/1055 FI/T MIAMI INTERNATIONAL MIAMI FL.  
RNAV RWY 9L AMDT 6 RNAV RWY 27R AMDT 3 VOR RWY 12  
AMDT 20 VOR RWY 30 AMDT 3 NDB RWY 9L AMDT 13 ILS  
RWY 9L AMDT 21 ILS RWY 9R AMDT 1 ILS RWY 27L AMDT  
16 ILS RWY 27R AMDT 6 RADAR-1 AMDT 16 CRCG MDA  
520FT HAA 510FT CAT A B C.
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Example B

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#FDC 6/1304 FI/P WYOMING ENROUTE LOW ALT AIRWAYS.  
V298 DBS VORTAC TO DHW VORTAC CHANGEVER POINT  
15NM DNM. V298 DNM VORTAC TO BOY VORTAC  
CHANGEVER POINT 15NM DHW. V298S DNM VORTAC TO  
CROWHEART INT MEA 14000FT MOCA 13500FT CHANGEVER  
POINT 15NM DNM.
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Example C

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FDC LIST OCT 221330  
→ FDC 6/1279 FDC LHW  
→ FDC 6/1280 FDC ORH  
→ FDC 6/1281 FDC BAF  
→ FDC 6/1282 FDC LAX
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Twice each day NFDC transmits a listing of FDC NOTAM numbers transmitted during the previous 12 and 24 hours. Notice that only the Accountability Numbers and location identifiers are given. (Refer to Example C.)

FSS personnel are solely responsible for the classification, formatting, dissemination, and monitoring the currency of NOTAM (D)s and NOTAM (L)s. The NFDC has the primary responsibility for FDC NOTAMs. In the interest of flight safety, you should determine if any NOTAMs exist which could affect flight operations. For additional information, contact an FSS or other ATC facility.

References: AIM, Part 1

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Federal Aviation Administration  
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