

DIAGRAMMING THE NOTAM

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!PIE 09/317 VNC RWY 4/22 CLSD WEF 1210011200
!SRQ 01/001 SRQ RWY 14 HOLD SIGN FOR RWY 4/22 UNLGTD WEF 1301020151
!SRQ 12/026 SRQ RWY 32 ALS OTS EXC HIGH INTST WEF 1212271605
!SRQ 12/021 SRQ RWY 4 WINDCONE LIGHT OTS WEF 1212191324
!PIE 11/144 48X RWY 7/25 SPRINKLERS ACTIVE 0100-1000 MON/THU
!PIE 04/118 PIE RWY 9/27 NOW 4725X150
!PIE 04/120 PIE RWY 27 THRESHOLD ELEVATION 7
!PIE 04/122 PIE RWY 27 THR DSPLCD 440
!PIE 11/029 PIE RWY 27 REIL OTS

!PIE 01/196 VNC NAV NDB UNMONITORED
!SRQ 06/088 SRQ NAV TACAN AZM OTS WEF 1206201606
!PIE 10/240 PIE NAV TACAN AZM OTS WEF 1210240957
!PIE 10/220 PIE NAV ILS RWY 36R LLZ/GP UNMON 0330-0930 DLY
!PIE 10/221 PIE NAV ILS RWY 18L LLZ/GP UNMON 0330-0930 DLY
!PIE 08/362 PIE NAV CAPOK NDB/ILS RWY 18L LO UNMONITORED

!PIE 08/087 48X SVC FUEL AVAILABLE DALGT WEF 1208092108
!BKV 12/002 BKV SVC TWR CMSND LC 118.55/GC 121.4 1200-0300 DLY WEF
212050111
!PIE 07/176 ZPH SVC FUEL AFTER HOURS CALL 813 714 6797
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Presently, Notams are displayed in an ICAO-compliant format and really aren't that tricky to read, unlike years ago, when they weren't well-organized. As the Notam collection above depicts, there is some method to the madness.

Each of the first four columns in a list of D (Distant) Notams denotes something about the information it contains (we've highlighted each column for emphasis). The first column of a D Notam must have an exclamation mark and denotes what the FAA calls the "accountable location." The second column is the Notam's identifying number. The third column is where things start getting interesting and includes the facility nearest the condition for which the Notam is published. The fourth column includes one of 12 keywords denoting the type of Notam: RWY, TWY, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE, ODP (Obstacle Departure Procedure), SID, STAR, CHART, DATA, IAP, VFP (Visual Flight Procedure), ROUTE, SPECIAL or (O), which stands for, yeah, you got it—"other"—and is typically for stuff more than five miles from the aerodrome.

Most of those are fairly self-explanatory. For example, any Notam associated with "Personnel and Equipment Working" (PAEW), will be associated with RWY, TWY, AD or APRON and a direction from the associated movement area, as appropriate. These keywords (which are searchable) cue the pilot to what kind of change s/he is looking at. Pilots can use the FAA's portal at <https://pilotweb.nas.faa.gov/> to put any keyword first. So, you could tell the portal to list all RWY Notams first, or all SID (standard instrument departure) Notams. In any case, it will group the Notams by type, unless you ask for them to be grouped by location. Advanced functions can search and sort Notams by more than one criteria.

The FDC Notams refer to information that is normally regulatory in nature and includes, but is not limited to, instrument flight procedure changes to include special and standard instrument approach procedures, textual and graphic obstacle departure procedures (ODPs), standard instrument departures (SIDs) and standard terminal arrivals (STARs). It also includes our all-time favorite, the TFR.

Notam composition is pretty straightforward, consisting of who (ARTCC), when (dates and times of effectiveness), where (airport), what (reason for the Notam issuance). The system uses standard contractions to shorten the data stream, but those are fairly easy to pick out (imagine spelling words without vowels and you're just about there). Just remember to check them before takeoff or you might miss the new control tower at BKV (listed above under "SVC.")