

## NOTAMs - Ground Lesson

### Attention

Oh I didn't know the taxiway was going to be closed at 10pm. How would I have known that?

### Objective

To understand what NOTAMs are and how to find them.

### Schedule

Ground instruction – 20 minutes

### Reference Material

FAA.gov

<http://thinkaviation.net/notams-decoded/>

<https://en.wikipedia.org/wiki/NOTAM>

### What

NOTAMs are basically to notify pilots of potential hazards or 'gotchas' that they would not expect. I have seen wild life in the area reported, ramp closings due to construction, or an entire runway closed at night.

### Why

NOTAMs are issued (and reported) for a number of reasons, such as:

- Hazards such as air shows, parachute jumps, kite flying, lasers, rocket launches, etc.
- Flights by important people such as heads of state (sometimes referred to as temporary flight restrictions, TFRs)
- Closed runways
- Inoperable radio navigational aids
- Military exercises with resulting airspace restrictions
- Inoperable lights on tall obstructions
- Temporary erection of obstacles near airfields (e.g., cranes)
- Passage of flocks of birds through airspace (a NOTAM in this category is known as a BIRDTAM)
- Notifications of runway/taxiway/apron status with respect to snow, ice, and standing water (a SNOWTAM)

### Material

#### Types of NOTAMs

CLASS I NOTAMS (ICAO): NOTAMs distributed by means of telecommunication.

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**CLASS II NOTAMS (ICAO) OR PUBLISHED NOTAMS:** NOTAMs distributed by means other than telecommunications. In the United States these NOTAMs are published in the Notices To Airmen Publication (NTAP) which is issued every 28 days.

**INTERNATIONAL NOTAMS:** Any NOTAM intended for distribution to more than one country would be considered an international NOTAM. However, a FSS does not have access to all international NOTAMs. For our purposes I will limit the definition to international NOTAMs that we at a FSS have access to. This would include NOTAMs stored in ICAO format in the United States NOTAM System (USNS) or published in the International NOTAMs section of the NTAP. The USNS stores international NOTAMs separately from domestic NOTAMs, but only for selected locations both inside and outside the United States. These NOTAMs are not included in a standard weather briefing unless specifically requested.

**DOMESTIC NOTAMS:** NOTAMs that are primarily distributed within the United States although they may also be available in Canada. Domestic NOTAMs stored in the USNS are coded in a domestic format rather than an ICAO format.

**CIVIL NOTAMS:** Any NOTAM that is part of the civil NOTAM system which includes any NOTAM this is not part of the military NOTAM system.

**MILITARY NOTAMS:** Any NOTAM that is part of the military NOTAM system which primarily includes NOTAMs on military airports and military airspace.

**FDC NOTAMS:** Flight Data Center NOTAMs are NOTAMs that are regulatory in nature such as changes to an instrument approach procedure or airway. Temporary Flight Restrictions (TFRs) are also issued as FDC NOTAMs.

**CENTER AREA NOTAMS:** An FDC NOTAM issued for a condition that is not limited to one airport, therefore it is filed under the Air Route Traffic Control Center (ARTCC) that controls the airspace involved. TFRs, airway changes and laser light activity are examples of this type of NOTAM. This becomes very important to know when looking for NOTAMs on your own. For example you must retrieve ZAN FDC NOTAMs for flights in Alaska because ZAN is the code for Anchorage ARTCC which is the controlling Center for all of Alaska.

**NOTAM (D):** A NOTAM given (in addition to local dissemination) distant dissemination beyond the area of responsibility of the Flight Service Station. This type of NOTAM now includes (U) NOTAMs and (O) NOTAMs. (U) NOTAMs are unverified NOTAMs which are those that are received from a source other than airport management and have not yet been confirmed by management personnel. This is allowed only at those airports where airport management has authorized it by Letter of Agreement. (O) NOTAMs are other aeronautical information which does not meet NOTAM criteria but may be beneficial to aircraft operations.

### Format

The first line contains NOTAM identification (series, sequence number, and year of issue), the type of operation (NEW, REPLACE, or CANCEL), as well as a reference to a previously-issued NOTAM (for NOTAMR and NOTAMC only).

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The "Q" line holds (basic-remove) information about who the NOTAM affects along with a basic NOTAM description. This line can be encoded/decoded from tables defined by ICAO. This allows NOTAMs to be displayed electronically

The "A" line is the ICAO code of the affected aerodrome or FIR for the NOTAM. The area of influence of the NOTAM can be several hundreds of kilometres away from the originating aerodrome.

The "B" line contains the start date and time, the "C" line contains the finish date and time of the NOTAM. The date is in the format YY/MM/DD and the times are given in **Universal Co-ordinated Time**; also known as **GMT** or Zulu time.

Sometimes a "D" line may be present. This gives a miscellaneous **diurnal** time for the NOTAM if the hours of effect are less than 24 hours a day, e.g., **parachute** dropping exercises tend to occur for short periods of a few hours during the day, but may be repeated over many days.

The "E" line is the full NOTAM description. It is in English but can be heavily abbreviated. These abbreviations can be encoded/decoded by tables defined by ICAO.

When present, "F" and "G" lines detail the height/altitude restrictions of the NOTAM. Typically SFC means surface height or ground level and UNL is unlimited height. Other heights are given in feet or **flight level** or a combination of the two.

### Example

A1234/06 NOTAMR A1212/06

Q)EGTT/QMXLC/IV/NBO/A/000/999/5129N00028W005

A)EGLL

B)0609050500

C)0704300500

E)DUE WIP TWY B SOUTH CLSD BTN 'F' AND 'R'. TWY 'R' CLSD BTN 'A' AND 'B' AND DIVERTED VIA NEW GREEN CL AND BLUE EDGE LGT. CTN ADZ

This decodes into the following:

SERIES and NUMBER : A1234 issued in 2006

NATURE OF THE NOTAM : Replacing NOTAM 1212 issued in 2006

**FIR**: EGTT (LONDON FIR)

SUBJECT: Taxiway (MX)

CONDITION: Closed (LC)

TRAFFIC: NOTAM issued for **IFR** (I) flights and **VFR** flights (V)

PURPOSE: NOTAM selected for immediate attention of flight crew members (N)

PURPOSE: NOTAM selected for **PIB** entry (B)

PURPOSE: NOTAM concerning flight operations (O)

SCOPE: Aerodrome

LIMITS: FL 000 to FL 999 (000/999)

GEOGRAPHICAL LOCATION : 51°29' N 000° 28' W

OPERATIONAL RADIUS OF THE NOTAM : 5 NM

AERODROME : London Heathrow (EGLL)

FROM: 05:00 UTC 5 September 2006

UNTIL:05:00 UTC 30 April 2007

CATEGORY: Aerodromes, Air Routes, and Ground Aids

DESCRIPTION: Due to work in progress, taxiway "B South" is closed between "F" and "R".

Taxiway "R" is closed between "A" and "B" and is diverted via a new green centre line and blue edge lighting. Caution advised.

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Where to look them up

The hard way...

[https://www.faa.gov/air\\_traffic/publications/notices/](https://www.faa.gov/air_traffic/publications/notices/)

The easy way...

<https://pilotweb.nas.faa.gov/PilotWeb/>

<https://notams.aim.faa.gov/notamSearch/>

<http://tfr.faa.gov>

<http://www.SkyVector.com>

Or in ForeFlight in the Airports section look for the NOTAMs tab

The screenshot shows the ForeFlight app interface on an iPad. At the top, there's a search bar and navigation icons. The main content area displays information for KRYY: Cobb County International-Mccollu... in Atlanta, Georgia, US. Below this, there's a table of flight-related data:

Flight category	Unknown	ATIS	128.125
Elevation	1,040' MSL	Clearance	119.0
Pattern altitude	2,040' MSL	Ground	119.0
Fuel	Jet A+, 100LL	Tower	125.9
Procedures	ILS, GPS, VOR, LOC,...	Appr & Dep	121.0

Below the table, there are tabs for Frequencies, Weather, Runways, Procedures, NOTAMs (selected), Services, A/FD, and More. The NOTAMs section shows a list of NOTAMs for the last 30 days. The first NOTAM is:

**OBSTRUCTION/OBSTACLE TOWER LIGHT (ASR 1026323)**  
335701.00N0843957.00W (5.1NM SW RYY)  
1345.1FT (220.1FT ABOVE GROUND LEVEL) **OUT OF SERVICE**. 07 SEP 19:53 2017 UNTIL 07 OCT 19:53 2017.  
CREATED: 07 SEP 19:55 2017

Effective Sep 07, 2017 3:53 PM EDT  
Expires Oct 07, 2017 3:53 PM EDT  
Updated Sep 07, 2017 4:01 PM EDT

The second NOTAM is:

**OBSTRUCTION/OBSTACLE TOWER (ASN 2002-ASO-4639-OE) 335512N0843231W (6.2NM SSE RYY) 1134FT (39FT ABOVE GROUND LEVEL) NOT LIGHTED.** 11 SEP 02:54 2017 UNTIL 26 SEP 02:54 2017.  
CREATED: 11 SEP 02:57 2017

Effective Sep 10, 2017 10:54 PM EDT  
Expires Sep 25, 2017 10:54 PM EDT  
Updated Sep 10, 2017 11:03 PM EDT

The third NOTAM is:

**OBSTRUCTION/OBSTACLE TOWER LIGHT (ASN 2001-ASO-638-OE) 335513N0843232W (6.2NM SSE RYY) 1128FT (34FT ABOVE GROUND LEVEL) OUT OF SERVICE.** 11 SEP 22:07 2017 UNTIL 26 SEP 22:07 2017.  
CREATED: 11 SEP 22:10 2017

Effective Sep 11, 2017 6:07 PM EDT

At the bottom, there's a navigation bar with icons for Airports, Maps, Plates, Documents, Imagery, Flights, ScratchPads, and More.

## In Depth

Ultimately, though, it takes experience to recognize important NOTAMs and disregard the others. The only way to get enough experience is to check them prior to every flight.

### 1. "Accountable" location

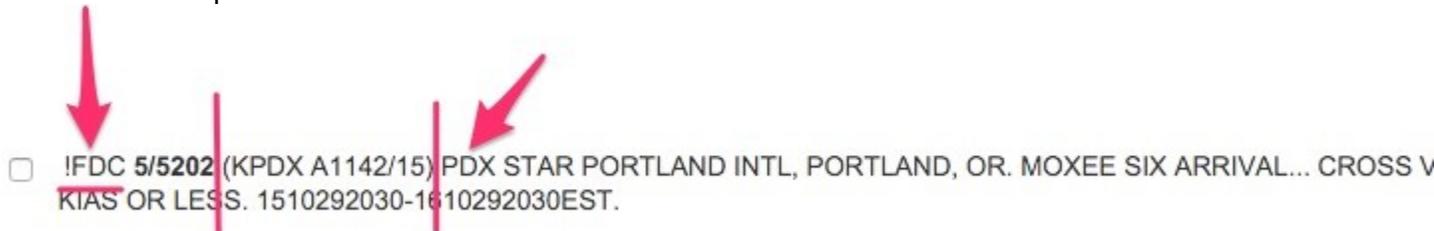
The vast majority of NOTAMs begins with an exclamation point and an airport location: !PDX. This is airport identifier is called the "accountable" location.

!PDX 11/049 (KPDX A1249/15) PDX SVC PCL RWY 10R PAPI OUT OF SERVICE 1511240644-1512022100EST

This doesn't apply to Flight Data Center (FDC) NOTAMs, though. FDC NOTAMs are easy to identify because they begin with "IFDC."

**Note:** FDC NOTAMs are regulatory and apply to changes in instrument approach procedure or runway. They usually don't apply to VFR traffic, but sometimes they do so don't get lazy and ignore them.

Here is an example of an FDC NOTAM:



!FDC 5/5202 (KPDX A1142/15) PDX STAR PORTLAND INTL, PORTLAND, OR. MOXEE SIX ARRIVAL... CROSS V KIAS OR LESS. 1510292030-1610292030EST.

Note, though, that every NOTAM, even FDC NOTAMs, will still have an affected location associated with it. The second arrow above points to "PDX," which is the affected airport.

### 2. NOTAM numbers

After the location, you will see a couple of numbers followed by a slash and then a couple more numbers. This is the official NOTAM number.

But wait....there can be two different NOTAM numbers.

In the picture below I labeled the different types of NOTAM numbers with a "1" and "2" so you can easily see the difference.

Do not be confused. Neither the first or second numbers have anything to do with the meat of the NOTAM, it is just a way for the system and you to keep track of the NOTAMs.

I have no idea why there are two different naming conventions. Google wouldn't tell me why some NOTAMs have two official numbers and some only have one.

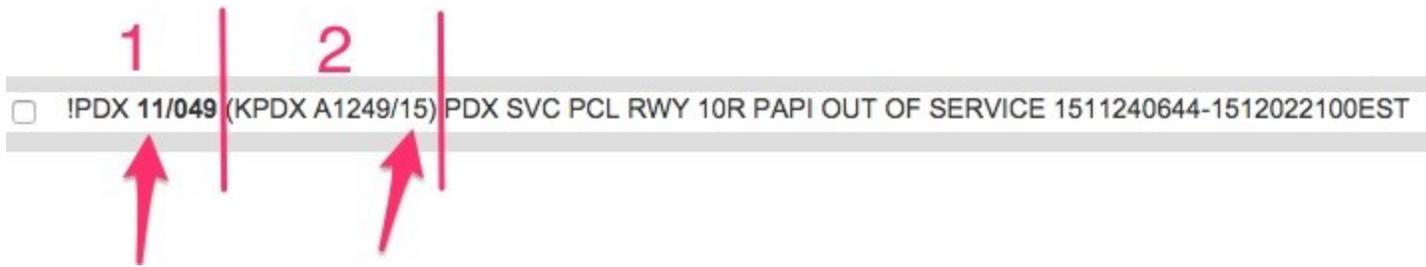
Here is a NOTAM that only has one official number:

!PDX 11/051 PDX COM REMOTE TRANSMITTER/RECEIVER 121.65 OUT OF SERVICE 1511281537-1512022100

Most will have two numbers. These numbers are important for several reasons:

1. You can use both these numbers to search for a particular NOTAM on the FAA's website.
2. You can quickly pick out new and old NOTAMs, but only if you know how the numbering system works.

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Let's start with #1. In this example, you will see the NOTAM is "11/049." The 11 indicates the month it was issued (November). The "049" means it is the 49<sup>th</sup> NOTAM issued in November.

Now on to #2. The parentheses that follows is just an alternate numbering format.

The number in the parentheses starts with the airport location and then the NOTAM number.

The "/15" indicates the year (2015) and the "A1249" is a computer generated number.

You need to know these numbers because you need to know the NOTAM's freshness.

Some NOTAMs stay on the docket until the charts/approach plates are revised which could be 56 days (IFR) or 6 months (VFR charts). Some NOTAMs also apply to runway construction which could go on for a year or more.

The month and year numbers will help you remember if you have seen that particular NOTAM the last time you flew.

The number also comes in handy because some NOTAMs will "point" to other NOTAMs.

Here is an example of a "pointer" NOTAM:

**!CPR CPR AIRSPACE SEE DDY 12/045 PJE WEF 0802141400-0802141830**

It is telling you to go "see" the "DDY 12/045" NOTAM. So you would take that number and plug it into the FAA's website. This is how you would enter "DDY 12/045:"

▼ NOTAM Search by Number

Report Format Type: Domestic

Accountability or Location: ddy

NOTAM Number: 12 045

Text Type: Report

View NOTAMs Reset

You can also search the by the alternate NOTAM number found in the parentheses. For example, here is how you enter in the "(KSEA A2995/15)" NOTAM into the FAA's website:

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▼ NOTAM Search by Number

Report Format Type: Domestic

Accountability or Location: ksea

NOTAM Number: a2995 15

Text Type: Report

View NOTAMs Reset

### 3. “Affected” Location

The next part of the NOTAM will include the “affected” location.

!PDX 11/049 (KPDX A1249/15) **PDX** SVC PCL RWY 10R PAPI OUT OF SERVICE 1511240644-1512022100EST

I have only ever seen identical “accountable” locations (the first airport identifier) and “affected” (second airport identifier), so I am not sure why there is such a thing as an “affected” location. It’s always the same as the beginning of the NOTAM.

I have, though, seen the NOTAM number differ from the accountable and affected location. Check out this example. Both the accountable and affected location of this NOTAMs are for ELN (Bowers field) which is super close to KSEA, but the NOTAM number references KSEA. It came up on SeaTac’s NOTAMs when I punched in “KSEA.”

!ELN 11/008 (KSEA A2995/15) ELN RWY 7/25 CLSD 1511242049-1512150800

Actually, after writing this it suddenly occurred to me why there are two numbering conventions for NOTAMs. The second number: (KSEA A2995/15) ensures people searching for KSEA will see this NOTAM. I am not completely sure why you would want to know runways 7 and 25 were closed at KELN if you were flying into KSEA, but someone did. Anyway, just know you will see the affected location after the numbering system.

### 4. Type of NOTAM

The next part is the type of NOTAM. There are **twelve** different keywords to describe the types of D-NOTAMs.

The twelve keywords will always follow the “affected” location.

**You should be able to quickly identify all twelve keywords.**

This NOTAM below is a “SVC” or “Services” NOTAM.

!PDX 11/049 (KPDX A1249/15) PDX SVC PCL RWY 10R PAPI OUT OF SERVICE 1511240644-1512022100EST

Here is a list of examples. Spend some time studying the table.

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TBL 5-1-1  
NOTAM Keywords

Keyword	Definition
<b>RWY</b> ..... <i>Example</i>	<b>Runway</b> !BNA BNA <u>RWY</u> 36 CLSD 1309131300-1309132000EST
<b>TWY</b> ..... <i>Example</i>	<b>Taxiway</b> !BTV BTV <u>TWY</u> C EDGE LGT OBSC 1310131300-1310141300EST
<b>APRON</b> ..... <i>Example</i>	<b>Apron/Ramp</b> !BNA BNA <u>APRON</u> NORTH APRON EAST SIDE CLSD 13111221500-1312220700
<b>AD</b> ..... <i>Example</i>	<b>Aerodrome</b> !BET BET <u>AD</u> ELK NEAR MVMT AREAS 1309251300-1309262200EST
<b>OBST</b> ..... <i>Example</i>	<b>Obstruction</b> !SJT SJT <u>OBST</u> MOORED BALLOON WITHIN AREA DEFINED AS 1NM RADIUS OF SJT 2430FT (510FT AGL) FLAGGED 1309251400-1309261400EST
<b>NAV</b> ..... <i>Example</i>	<b>Navigation Aids</b> !SHV SHV <u>NAV</u> ILS RWY 32 110.3 COMMISSIONED 1311251600-PERM
<b>COM</b> ..... <i>Example</i>	<b>Communications</b> !INW INW <u>COM</u> REMOTE COM OUTLET 122.6 OUT OF SERVICE 1307121330-1307151930EST
<b>SVC</b> ..... <i>Example</i>	<b>Services</b> !ROA ROA <u>SVC</u> TWR COMMISSIONED 1301050001-PERM
<b>AIRSPACE</b> .. <i>Example</i>	<b>Airspace</b> !MIV MIV <u>AIRSPACE</u> AIRSHOW ACFT WITHIN AREA DEFINED AS 5NM RADIUS OF MIV SFC-10000FT AVOIDANCE ADVISED 1308122100-1308122300
<b>OPD</b> ..... <i>Example</i>	<b>Obstacle Departure Procedure</b> !FDC 2/9700 DIK ODP DICKINSON - THEODORE ROOSEVELT RGNL, DICKINSON, ND. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1... DEPARTURE PROCEDURE: RWY 25, CLIMB HEADING 250 TO 3500 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A. 1305011200-PERM
<b>SID</b> ..... <i>Example</i>	<b>Standard Instrument Departure</b> !FDC x/xxxx DFW <u>SID</u> DALLAS/FORT WORTH INTL, DALLAS, TX. PODDE THREE DEPARTURE... CHANGE NOTES TO READ: RWYS 17C/R, 18L/R: DO NOT EXCEED 240KT UNTIL LARRN. RWYS 35L/C, 36L/R: DONOT EXCEED 240KT UNTIL KMART 1305011200-1312111200EST
<b>STAR</b> ..... <i>Example</i>	<b>Standard Terminal Arrival</b> !FDC x/xxxx DCA <u>STAR</u> RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. WZRRD TWO ARRIVAL... SHAAR TRANSITION: ROUTE FROM DRUZZ INT TO WZRRD INT NOT AUTHORIZED. AFTER DRUZZ INT EXPECT RADAR VECTORS TO AML VORTAC 1305011200-1312111200ES

**Note:** “D” NOTAMs are “distant” NOTAMs. If you are wondering how to tell the difference between “D” NOTAMs and “FDC” NOTAMs, the “D” ones start with a location (ie **!PDX**) and the FDC NOTAMs start with.....you guess it....”**!FDC.**”

A check airman may ask you what the “D” stands for, but it’s not important in the real world. It’s more important you know how to decipher the keywords in NOTAMs.

**Note:** FDC NOTAMs also have their own keywords.

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Keyword	Definition
<b>CHART</b> ..... <i>Example</i>	<b>Chart</b> !FDC 2/9997 DAL IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 5... CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 31L. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 330 AND CVE R-046 TO FINGR INT/CVE 36.4 DME AND HOLD. CHART LOC RWY 31L. THIS IS ILS OR LOC RWY 31R, AMDT 5A. 1305011200-PERM
<b>DATA</b> ..... <i>Example</i>	<b>Data</b> !FDC 2/9700 DIK ODP DICKINSON - THEODORE ROOSEVELT RGNL, DICKINSON, ND. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1... DEPARTURE PROCEDURE: RWY 25, CLIMB HEADING 250 TO 3500 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A. 1305011200-PERM
<b>IAP</b> ..... <i>Example</i>	<b>Instrument Approach Procedure</b> !FDC 2/9997 DAL IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 5... CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 31L. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 330 AND CVE R-046 TO FINGR INT/CVE 36.4 DME AND HOLD. CHART LOC RWY 31L. THIS IS ILS OR LOC RWY 31R, AMDT 5A. 1305011200-PERM
<b>VFP</b> ..... <i>Example</i>	<b>Visual Flight Procedures</b> !FDC X/XXXX JFK VFP JOHN F KENNEDY INTL, NEW YORK, NY. PARKWAY VISUAL RWY 13L/R, ORIG...WEATHER MINIMUMS 3000 FOOT CEILING AND 3 MILES VISIBILITY. 1303011200-1308011400EST
<b>ROUTE</b> ..... <i>Example</i>	<b>Route</b> !FDC x/xxxx ZFW OK..ROUTE ZFW ZKC. V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL) VORTAC, OK MEA 4300. 1305041000-1306302359EST
<b>SPECIAL</b> ... <i>Example</i>	<b>Special</b> !FDC x/xxxx PAJN SPECIAL JUNEAU INTERNATIONAL, JUNEAU, AK. LDA-2 RWY 8 AMDT 9 PROCEDURE TURN NA. 1305011200-1312111200EST
<b>SECURITY</b> .. <i>Example</i>	<b>Security</b> !FDC ZZZ SECURITY..SPECIAL NOTICE..THIS NOTICE IS TO EMPHASIZE THAT BEFORE OPERATING IN OR ADJACENT TO IRANIAN AIRSPACE ALL U.S. AIRMEN AND OPERATORS SHOULD BE FAMILIAR WITH CURRENT CONDITIONS IN THE MIDDLE EAST. THE U.S. DEPART- MENT OF STATE HAS ISSUED A TRAVEL WARNING FOR IRAN ADVISING, IN PART, THAT THE U.S. GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC OR CONSULAR RELATIONS WITH THE ISLAMIC REPUBLIC OF IRAN. ANY U.S. OPERATOR PLANNING A FLIGHT THROUGH IRANIAN AIRSPACE SHOULD PLAN IN ADVANCE AND HAVE ALL CURRENT NOTAMS AND AERONAUTICAL INFORMATION FOR ANY PLANNED FLIGHT 1311011200-1403301800EST
<b>U</b> .....	Unverified Aeronautical Information (for use only where authorized by Letter of Agreement)*
<b>O</b> .....	Other Aeronautical Information**

Some NOTAMs are confusing for VFR pilots because they aren't familiar with the instrument lingo. So let me help you out.

If you are a VFR pilot you can safely ignore these keywords in all NOTAMs:

- **ODP**
- **SID**
- **STAR**
- **IAP**

If you know these four keywords you can quickly scan the NOTAMs and disregard the ones that don't apply to VFR flight.

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Check out this example. I underlined the keywords and then crossed out the ones that don't apply to VFR pilots.

- !SEA 11/347 (KSEA A2934/15) SEA TWY F, TWY K BTN RWY 16C/34C AND RWY 16L/34R, TWY D BTN RWY 16C/34R, TWY M BTN RWY 16C/34C AND RWY 16L/34R, TWY H BTN RWY 16C/34C AND RWY 16L/34R, TWY J E 16C/34C AND TWY H CLSD 1511181953-1512190759
- !SEA 11/216 (KSEA A2853/15) SEA RWY 34C ALS OUT OF SERVICE 1511131533-1512282359
- !FDC 5/8220 (KSEA A2675/15) SEA IAP SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC RWY 34L, AMDT 1 34L (SA CAT I AND II) AMDT 1C.. ~~TERMINAL ROUTE CIDUG TO HIPRO 028.00/3.57 (HEADING) AND 343.33/9.05~~ ILS OR LOC RWY 34L, AMDT 1D, ILS RWY 34L (SA CAT I AND II) AMDT 1D. 1511041933-PERM
- !FDC 5/9667 (KSEA A2406/15) SEA STAR SEATTLE-TACOMA INTL, SEATTLE, WA. JAWBN FOUR ARRIVAL... ~~ASSIGNED ONLY. 1510220700-1512312359EST~~

Within the body of the NOTAM, here are some other words VFR pilots should know so they can quickly disregard the NOTAM:

- Missed approach
- Takeoff minimums
- Departure procedure
- Approach procedure
- Procedure turn
- TACAN
- ILS
- Arrival

### 5. Condition being reported = the meat of the NOTAM

This is perhaps the most confusing part of the NOTAM. It is usually filled with completely unintelligible acronyms.

I underlined the meat of the NOTAM in green and bracketed it with pink lines to show you where the "condition" begins and ends in the overall framework of the NOTAM.

- !PDX 11/052 PDX OBST TOWER LGT (ASR 1061622) 453421.40N1223719.60W (1.4NM SW PDX) 182.4FT (105. SERVICE 1511281901-1512130800
- !PDX 11/051 PDX COM REMOTE TRANSMITTER/RECEIVER 121.65 OUT OF SERVICE 1511281537-151202210
- !PDX 11/050 (KPDX A1251/15) PDX TWY W CLSD LGTD AND BARRICADED 1511260134-1512302300
- !PDX 11/049 (KPDX A1249/15) PDX SVC PCL RWY 10R PAPI OUT OF SERVICE 1511240644-1512022100EST
- !FDC 5/5202 (KPDX A1142/15) PDX STAR PORTLAND INTL, PORTLAND, OR. MOXEE SIX ARRIVAL... CROSS Y KIAS OR LESS. 1510292030-1610292030EST.
- !FDC 5/6654 (KPDX A0640/15) PDX STAR PORTLAND INTL, PORTLAND, OR. MOXEE SIX ARRIVAL... NA FOR TURBO JETS LANDING PORTLAND INTL. 1506261615-1606261615.

It can be tough to decipher the meat of the NOTAM and that's the easy part! Interpreting how it effects your flight and making adjustments is the hard part.

**Here are some important NOTAMs you need to look for:**

1. Runway closures (this is a big one)
2. Taxiway closures
3. Runway and taxiway surface conditions/breaking action (this is a big deal in the winter)
4. Lighting is out of service (always check this for night flights!)

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5. Changes in frequencies from what's on the VFR charts
6. For IFR pilots, look for the ILS out of service or changes in charted procedures.

### 6. Effective Time

Whew! Almost done.

The "**WEF**" or "**when in effect times**" are the last part of the NOTAM. They can also be confusing.

Bottom line: the times go from **YEAR, MONTH, DAY** then **UTC TIME**.

Here is an example:

**!MIV MIV RWY 10/28 CLSD WEF 0802011200-0802121600**

The (WEF) time includes both a "start" set and an "ending" set. The digits in each pair always appear in the following order: Year (2 digits) – month (2 digits) – day (2 digits) – Zulu (UTC) time (4 digits). Using the example above:

	<b>Year</b>	<b>Month</b>	<b>Day</b>	<b>Time (UTC)</b>
<b>Start</b>	08	02	01	1200
<b>End</b>	08	02	02	1600