

## 007 NOTAMs

(Preparation for Flight)

**Aim:** To learn how to interpret and use NOTAMs. It is essential that NOTAMs are checked every day before flying.

**Definition:** **NOTAM** quasi-acronym for a "Notice To Airmen". NOTAMs are created and transmitted by NATS Aeronautical Information Service (AIS)

**Purpose:** A NOTAM is filed with the AIS, to alert pilots of any hazards *en route* or at a specific location. The AIS in turn provides a means of disseminating relevant NOTAMs to pilots.

**Dissemination method :** The AIS provide a free on-line service, all pilots including trainee glider pilots are encouraged to register and use the service. The AIS is the **primary** or official source of NOTAM. Before you achieve your glider pilots licence you will be required to be able to use this service.

Several useful **secondary** sources are available. These are low cost or free filtering of the data to extract unwanted detail from the AIS information. (Glider pilots do not need to know if the runways in an international airport are open etc). These secondary sources do not guarantee they have obtained 100% of the relevant NOTAM, it is your responsibility as the pilot to ensure you have all the correct information. Secondary sources include "Notamplot", "NOTAMview", "NOTAMcheck" and "SPINE" (Soaring Pilots Intelligent NOTAM Editor). For standardisation DGS uses SPINE.

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

- hazards such as air-shows, parachute jumps, kite flying, rocket launches, etc.
- flights by important people such as heads of state. Creating temporary restricted airspace.
- Red Arrow displays
- 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)
- notification of an operationally significant change in volcanic ash or other dust contamination (an ASHTAM)

### Recommendations

Register on-line and start using AIS and SPINE as soon as possible. (They are both free).

**AIS** [www.ais.org.uk](http://www.ais.org.uk)

Log in and register. Now you are ready to go.

For day to day local flying you should get a point brief (For Brentor you can use 50N004W). You will probably not need to select BIRDTAM, ASHTAM or SNOWTAM, select VFR (Visual Flight Rules).

For cross country flying you can use the narrow route brief, for this you will need to know the ICAO codes for local airports. A flight from Brentor to Northill would be covered by Plymouth(EGHD) to Exeter(EGTE), try putting these in the departure and destination airfields. Then select say FL50 (Flight Level), 10nm and VFR.

The best advice now is play with it and get used to using it.

**SPINE.** <http://www.enborne.f2s.com/gliding/spine.htm>

For the Soaring pilots Intelligent Notam Editor, go to the the website and download the software (its free). The software is a *secondary source* , allows you to put in the trigraph for Brentor(BRT) and it will plot the NOTAMs on a map as well as give you written information---just the job for cross country flying in a glider.

Like most software packages there are several ways it can be used and the instructions are provided on-line.

**AIS Information Line** 0500 354802 or +44(0)20 8750 3939

This service is offered by AIS to supplement the information available from the Website. A recorded message allows you to obtain up to date information on specific NOTAM, and will include Restricted Areas (Temporary), Airspace Upgrades & Emergency Restrictions of Flying.

### **Top Tip**

Practice using these services, it costs nothing but your time.