Fixing Notams – we're on it. Help us.

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We're fixing Notams.

If they make you 😠, help us.

Update: *November 1st, 2019*: **The Notam Team is up and running** – we're fixing Notams.
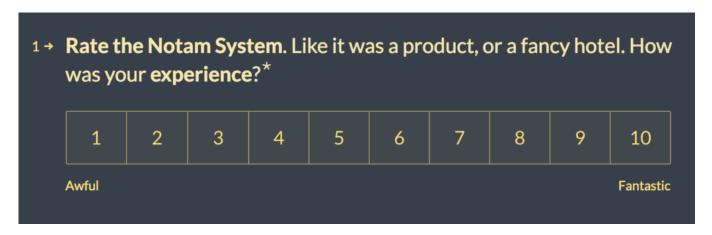Follow our progress at fixingnotams.org.

OK. We're done writing articles about it, and making goat jokes – we've moved the "**Fixing Notams**" job to the top of our list..

OpsGroup is all about information – getting the **essential risks and changes** that flight ops personnel need to know about into their hands without delay. Our group agrees – plenty of colourful comments on Notams from members.

Now we want your **ideas and opinions** on the fix.

Here's our ask:

1. Rate the current system – and then click the things you would like to see.

2. If you're **in charge** of a group of people – whether you are the Chief Pilot at Lufthansa, the Tower Chief in Shannon, or manage an Ops team of two – **Get this out to your people and ensure everyone has their say**.

Forward this to your team of ATCO's, Pilots, Dispatchers:

We especially want to hear from pilots, controllers, and dispatchers, and if you read on, you'll see why.

Do it like this:

- Send them the survey link: **https://fsb1.typeform.com/to/irZiFM**
- OR, click here for a magic pre-written email
- OR, send them a link to flightservicebureau.org/notams
- OR, share this **facebook** post:

The survey direct link is: **https://fsb1.typeform.com/to/irZiFM**

The Solution

If you took the survey, you saw this:

6 → **The solution.** We believe in two aspects to the Notam fix. The first is the presentation of the information. Click on all ideas that you like

Choose as many as you like

[A] Use plain English, instead of codes and jargon

[B] Use Normal Case instead of UPPER CASE

[C] Show me the most critical information FIRST, and use colors

[D] Categorize the info (We're thinking: Airport, Runway, Fuel, Delays, Parking, ATC, Airspace, Procedure, Permits, Risk, Hazard, Security, Nature, Severe Wx, Strike, Event, Costs, Politics)

[E] Show me a map, or some kind of graphical representation. I like pictures.

That part is pretty easy – presenting the **Output** of the system is a straightforward enough task.

The I**nput** part – that's where the real work is.

First, we are working on an Artificial Intelligence answer to finding Critical Notams in the current legacy system. This will allow us to present the data flow in order of what matters, and leave those cranes, birds, and grass cutters right at the bottom.

Second,

7 → **The solution - Part 2.** We believe in 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?**

If you read my article on **MH17 – a darker truth**, you'll understand why it's important to open up the system to allow a trusted group to shape the information flow.

That begins with **Pilots, Air Traffic Controllers, and Dispatchers**. I have the great fortune to be all three, and it's very clear to me that just like Trip Advisor – and our own "*Airport Spy*" in OpsGroup – this idea will work. We've already seen in OpsGroup how much we trust the information from other users in our group.

It's key to the future trust of the Notam system. Which we should rename, but that's another days work.

If you got this far, thank you for being part of the solution! You can always write me a note at mark@fsbureau.org

Thanks!
Mark.