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FAA NOTAM Management Service API Migration Checklist

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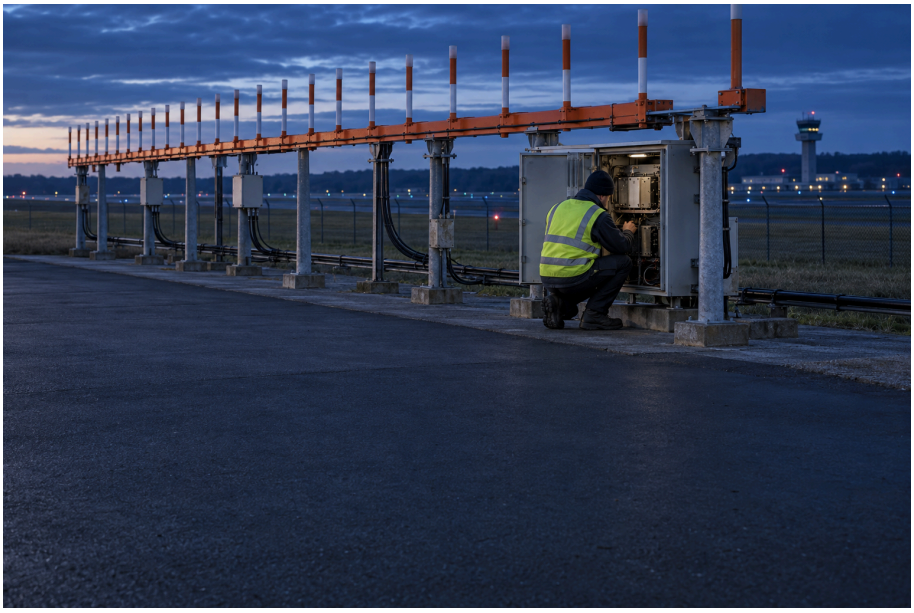

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Executive Summary

An FAA Notice to Airmen (NOTAM) feed migration should be accepted as an **operational data change**, not merely as a successful application programming interface (API) connection. As of October 1, 2026, the Federal Aviation Administration (FAA) had reported that the legacy U.S. NOTAM System (USNS) was shut down and thousands of users moved to the NOTAM Management Service (NMS) in mid-April 2026. Its May account still described retirement of the separate Federal NOTAM Service (FNS) as a later phase. The public NMS overview retains an older late-spring deployment plan; that date alone cannot establish completion of every distribution transition. (www.faa.gov) (www.faa.gov) (www.faa.gov)

The operator's first procurement question is **which service supplies which records, under what rights, with what measurable completeness and latency**. The FAA offers NMS API access and documentation by request. Its August 2026 FAQ says digital NOTAM data is intended for third-party briefing providers, query results in the NMS user interface are not prioritized, and the new service does not itself change FAA Order 7930.2 policy. API response ordering and prioritization require the authorized interface documentation. The public pages reviewed do not establish a usable schema, authentication method, rate limit, service commitment, or exact field-level lifecycle mapping for an unauthenticated buyer. Obtain those items from the FAA or a licensed supplier before treating a demonstration as an acceptance test. (www.faa.gov)

This checklist calls for **parallel source comparison, lifecycle replay, time-window checks, coverage reconciliation, transport monitoring, and an exception owner**. The proposed matrix records each test event, source behavior, local mapping, clock evidence, exception route, and sign-off owner. (nvlpubs.nist.gov) It deliberately leaves NMS field names as document-controlled blanks. Cirium's published N/R/C types and EST/PERM values, and Notamify's filters and pagination, show why vendor semantics must be tested separately; they do not document the NMS response. (developer.laminardata.aero) (developer.laminardata.aero) (skymerse.gitbook.io)

The scale warrants a measured approach: the FAA reported **more than four million U.S. NOTAMs annually** in May 2026, while the reviewed public FAA pages do not provide a current benchmark for NMS API completeness or delivery latency. Measure the candidate feed against a defined reference, event cohort, route and airport scope, and observation window. Preserve raw responses and transformation versions. PROV-O

can link data entities to the activities that used or generated them and to responsible agents. (www.w3.org) Escalate discrepancies to the approved operations process, and require written approval for cutover and rollback. U.S. Part 121 and Part 135 duties remain those in the applicable regulations and operator procedures; software output does not decide operational relevance for the crew or dispatcher. (www.faa.gov) (www.ecfr.gov) (www.ecfr.gov)

Introduction and Background

The practical question for a U.S. operations control center (OCC) is whether a current NOTAM feed, a licensed intermediary, or direct NMS distribution can serve its established briefing and monitoring workflow. The scope is **U.S. FAA distribution**, not a promise of global NOTAM coverage. A vendor may advertise a global collection, while the FAA's NMS project concerns replacement of U.S. services. (www.icao.int) Cirium, for example, describes its own NOTAM Data v2 APIs as globally covered; that is a vendor claim about that product, not a description of the NMS contract or an assurance that every jurisdictional feed has identical timing or rights. (developer.laminardata.aero)

The FAA began NMS distribution to early adopters in September 2025 and subsequently reported a Phase 1 transition of the legacy USNS in April 2026. Its May 2026 release placed FNS retirement in a subsequent phase. A manager should therefore ask the source provider for a **dated, endpoint-specific production and coverage statement**, rather than infer full cutover from an old planning page or from a successful test query. The FAA's public FAQ directs API applicants to request access; release notes require sign-in, which makes controlled document access part of the buying process. (www.faa.gov) (www.faa.gov) (www.faa.gov) (www.faa.gov)

This report is an acceptance framework for data owners, dispatch and operational-control managers, and integrators. It does not assign operational significance to a particular NOTAM. For domestic and flag operations, 14 CFR 121.601 addresses the dispatcher's provision of available current information on airport conditions and navigation-facility irregularities. Part 135 places operational-control responsibility on the certificate holder. Each operator must apply its approved manuals, operations specifications, and briefing procedures to the resulting workflow. (www.ecfr.gov) (www.ecfr.gov) (www.ecfr.gov)

Key Changes

A staged NMS transition, with a separate API access path

The distinction between **service activity** and **complete retirement of predecessor paths** matters. The FAA said NMS started distributing to early adopters on September 29, 2025. In a May 12, 2026 release it reported that USNS had been shut down and thousands of users moved to NMS in mid-April. It described FNS retirement as the next phase and said NMS would then be the single authoritative source for all NOTAMs. As of this report's date, the reviewed public material did not confirm that final condition had occurred. An operator should request the actual transition notice for its distribution path and population. (www.faa.gov) (www.faa.gov)

The FAA NMS page says API access and documentation are available by request, and the FAQ provides the contact route. That is enough to start due diligence, but not enough to hard-code field names or assume any authentication, throughput, retention, or service-level terms. The FAQ says its release notes and known-issue material require a signed-in NMS user. A contract or integration plan should identify who receives those notices and how a revised interface is assessed before deployment. (www.faa.gov)

Digital distribution does not reorder policy or priorities

The FAA says it is producing digital NOTAM data for third-party vendors and providers of preflight briefings. It says query results in the **NMS user interface are not prioritized** and users decide relevance; confirm API ordering and prioritization in the authorized API documentation. Its August 2026 FAQ states that NMS does not dictate a change to FAA Order 7930.2 policy. These statements support automated acquisition and presentation, but they do not authorize a supplier's relevance scoring to replace an approved briefing decision. (www.faa.gov) (www.faa.gov) (www.faa.gov)

The FAA Air Traffic Orders index lists **Order 7930.2U Change 2 effective September 30, 2026**, while the public HTML order landing page still labels itself Change 1 effective August 10, 2025. Use the effective Change 2 revised pages for order-derived test prompts; the HTML alone remains a stale version cue. (www.faa.gov) (www.faa.gov)

Table 1 separates what a public FAA page confirms from supplier features and questions that require access-controlled evidence.

Item	Publicly supported position	Procurement evidence to request
Transition	FAA reported USNS retirement in April 2026; FNS retirement was a later phase in its May account. (www.transportation.gov) (www.transportation.gov)	Dated notice naming the distribution service and effective cutover for the applicant.
NMS API	FAA invites requests for API access and documentation.	Versioned schema, sample payloads, authentication, quota, pagination or push model, and support route.
Operational meaning	The FAQ says NMS user-interface query results are not prioritized and Order 7930.2 policy is unchanged by NMS; API ordering remains a documentation check. (www.faa.gov)	Operator-approved rules for displaying, reviewing, and escalating records.
Vendor enrichment	Cirium documents lifecycle values in its own v2 schema; Notamify documents date filters and pages in its own API. (developer.laminardata.aero) (skymerse.gitbook.io)	Written mapping to the supplier's actual feed, including raw data access and coverage limits.
Current status	NMS release notes require sign-in.	Current release notes, known issues, planned changes, maintenance notice path, and retention of prior versions.

The table's dividing line is deliberate. A provider's field definition can be tested as a provider promise. (nvlpubs.nist.gov) It cannot be imported into NMS acceptance criteria until FAA documentation or an actual authorized NMS payload establishes the correspondence. (aixm.aero) Conversely, a public FAA policy statement should not be mistaken for a commercially enforceable API availability promise.

Implementation Considerations and Process Changes

Choose the source by rights, scope, and evidence

The **direct NMS** option starts with an FAA access request and documentation review. It may suit an operator or integrator that can own schema changes, authentication, reconciliation, and incident handling. The **licensed intermediary** option shifts some aggregation and presentation work to a supplier, but the operator still needs contractual scope, latency, and exception evidence. It also needs provenance evidence that connects source records, transformation activities, and responsible agents. (www.w3.org) A **current feed retained temporarily** may be the correct parallel comparator if its coverage and permitted use are known. None of these categories is inherently the authoritative operational briefing path for every operator. (www.icao.int) (notac.aero)

Third-party pages reveal material differences. Cirium's v2 documentation describes a unique feature identifier, a type for new, replacement, or cancellation notices, and an optional reference to the replaced or canceled notice. It also says geometry can be null. Notamify documents date and category filters, a five-code limit for one active endpoint, and a default page size of 30. Its date filtering does not use the NOTAM timing section. These are **supplier-specific behaviors** to replay in tests, not a universal NOTAM API profile. Aviation Edge separately lists identifiers and issue and effective dates in its own API description. (aviation-edge.com) (developer.laminardata.aero) (developer.laminardata.aero) (developer.laminardata.aero) (skymerse.gitbook.io) (skymerse.gitbook.io) (skymerse.gitbook.io)

The distinction extends to geography and licensing. The International Civil Aviation Organization (ICAO) says some of its API purchases may require licensing agreements. EUROCONTROL's separate European AIS Database reported 56 contributing states and about 200 data users in April 2024; those figures describe that service, not U.S. NMS reach. Ask each supplier to identify the originating authority for each record and its permitted redistribution, storage, and use in a briefing product. (www.icao.int) (www.eurocontrol.int) (www.eurocontrol.int)

Table 2 is a neutral decision screen, not a ranking of products.

Path	Evidence that makes it viable	Main acceptance question
Direct NMS distribution	FAA-granted access, current interface documents, test entitlement, change notices.	Can the operator prove coverage, lifecycle handling, support and fallback for its approved workflow?
Licensed intermediary	Contracted rights and coverage, source provenance, documented endpoint semantics, exportable raw records. (www.icao.int) (notac.aero)	Can it reconcile its transformations to the source and show what was delayed, filtered or omitted?
Existing feed during parallel run	Current agreement, documented scope, retained transaction history and a named owner. (nvlpubs.nist.gov)	Is it a reliable comparator for the specific airport, route, facility and time cohorts under test?

This screen is intentionally conditional. A successful connection establishes transport only. (www.rfc-editor.org) Source selection requires evidence that the same operational population is covered, that record changes are correctly represented, and that commercial rights permit the intended workflow. A supplier's global coverage

statement can be useful for shortlisting, but it still needs a record-level acceptance sample. (developer.laminardata.aero)

Request a written evidence packet for each candidate:

- **Population:** jurisdictions, record classes, facilities, and route or airport coverage.
- **Entitlement:** authorized users, redistribution, storage, and briefing uses.
- **Representation:** versioned schema, examples, raw text, geometry, and missing-value rules.
- **Lifecycle:** identifier stability, replacement links, cancellation, and expiry behavior.
- **Delivery:** polling or event model, pagination, replay window, and rate terms.
- **Service:** maintenance notices, support contacts, recovery procedures, and availability terms.
- **Proof:** sample records, change history, and access to a representative test environment.

For custom integration work, LANDING.AERO describes building tailored flight-operations applications and joining existing data sources into operational tools. That is a possible engineering route for an operator that has already chosen lawful data sources and an approved workflow; it is not a substitute for an FAA distribution entitlement or a licensed NOTAM feed. The studio's own description also emphasizes custom dashboards and workflow automation, which are presentation and integration activities rather than a claim of regulatory briefing authority. (www.landing.aero) (www.landing.aero)

Make ownership explicit before code is written

Name a **data owner** for scope and licensing, a **dispatch or operations owner** for the approved review path, an **integration owner** for mappings and monitoring, and an **exception owner** for unresolved mismatches. Part 121 domestic operations assign the pilot in command and dispatcher joint responsibility for preflight planning and dispatch release, and 14 CFR 121.601 also addresses additional available information during flight. Part 135 places operational-control responsibility with the certificate holder. The exact software routing should be recorded in the operator's controlled procedures. (www.ecfr.gov) (www.ecfr.gov) (www.ecfr.gov) (www.ecfr.gov)

The data contract should distinguish **source issue time**, **source update time**, **API retrieval time**, **local ingest time**, and **user presentation time**. NOTAC, for example, distinguishes source-issued and source-updated timestamps from its own storage and update timestamps. If a provider does not expose all those clocks, document the missing observability instead of silently labeling arrival time as issue time. (notac.aero) Normalize timestamps to a declared clock; FAA Order 7930.2U Change 2 says times used in the NOTAM Service are UTC unless otherwise stated. (www.faa.gov) RFC 3339 defines explicit numeric offsets for interoperable timestamps; that is an integration reference, not a claim about NMS payload syntax. (www.rfc-editor.org)

Acceptance Test Matrix

The matrix below is a **copyable test specification**, not a map of the unpublished NMS API schema. The "mapped field" cells are placeholders to be filled from versioned FAA or supplier documentation and a real payload. (aixm.aero) The current order’s international NOTAM format identifies replacement and cancellation

contractions followed by the number of the affected NOTAM. The selected feed's field representation must be confirmed from its own documentation and payload. Do not assume Cirium's N/R/C or EST/PERM enumerations are NMS fields. (www.faa.gov) (developer.laminardata.aero) (developer.laminardata.aero)

Table 3 gives an operator a common evidence packet for each event. In every row, retain the raw source response, transformed record, query parameters, software version, and reviewer decision.

Event	Expected source behavior	Mapped field	Clock and latency evidence	Exception path	Acceptance owner
New notice	One eligible record appears in the defined scope; identity remains stable across repeated retrieval. (nvlpubs.nist.gov)	Source ID, scope, status, raw text or structured content, payload version.	Source issue, first observed, ingest and displayed UTC times.	Missing or duplicate ID to data owner; operational review remains in approved path.	Data owner and dispatch lead.
Amendment or replacement	New record and relation to prior record are preserved when the source supplies a relation. (www.w3.org)	Prior ID, successor ID and relation, or an explicit "not supplied" state.	Times for prior and successor observations; ordering of changes.	Ambiguous chain is quarantined for review; retain both records until review.	Integration owner.
Cancellation	Removal or cancellation is represented without erasing the historical record. (www.w3.org)	Cancellation status or event, referenced ID, retained raw record.	Cancellation issue, arrival and presentation times.	Unmatched reference is logged and escalated.	Data owner.
Start and end window	Eligibility tests cover future start, active period and stated end; expiry semantics follow the source contract. (www.rfc-editor.org)	Effective start, end, schedule and any qualifier actually documented.	Original UTC value, normalized value and boundary test output.	Missing or contradictory end goes to operational review.	Dispatch lead.
Location and flight information region (FIR)	The international NOTAM format identifies an aerodrome or FIR in Item A; test whether the chosen feed's location filters return the defined population, including cross-boundary cases. (www.faa.gov)	Aerodrome or FIR, facility and geography fields where provided.	Query time and source update time by location cohort.	Unmapped code remains visible in discrepancy queue.	Route-data owner.
Spatial detail unavailable	A null geometry does not cause a text record to disappear; this is especially relevant where a supplier permits null geometry. (developer.laminardata.aero)	Geometry presence flag and original location text.	Retrieval time and transformation timestamp.	Preserve the record and flag map rendering separately.	Integration owner.
Pagination and filtering	Full result set can be traversed; boundary records appear once after deduplication. (skymerse.gitbook.io)	Page or cursor, query filter and result count.	Per-page request time, final completion time.	Incomplete page chain blocks acceptance for that cohort.	Integration owner.

Event	Expected source behavior	Mapped field	Clock and latency evidence	Exception path	Acceptance owner
Outage and recovery	Client records failed requests and replays the missed interval under documented terms. (www.rfc-editor.org) (www.rfc-editor.org)	HTTP result, request ID, last successful cursor or watermark.	Failure start, retry, recovery and reconciled-through times.	Escalate according to operator procedure; use approved fallback.	OCC and integration owners.
Cross-feed reconciliation	Same defined cohort is compared by stable identity and lifecycle state, with explained differences. (nvlpubs.nist.gov)	Comparator source, match key, transformation version, discrepancy code.	Observation window and both feeds' retrieval clocks.	A named owner resolves or formally accepts each discrepancy.	Data owner.
Audit replay	A reviewer can reconstruct what the system received, transformed and showed at a selected time. (www.w3.org) (www.w3.org)	Immutable raw reference, transformation version, presentation record and reviewer action.	Source and local event timestamps with clock source.	Missing evidence fails the audit test.	Safety or quality owner.

The table is a candidate **acceptance matrix**, so each row needs a documented result, sample size, pass threshold, and decision owner. A defect count alone is insufficient: the denominator must say which airports, routes, facilities, event classes, and observation period were tested. (nvlpubs.nist.gov) If the direct NMS schema eventually exposes a different lifecycle model from a vendor's, change the mapping column and rerun the affected cases rather than forcing a false one-to-one translation. AIXM's digital NOTAM work likewise notes that a data model needs additional category-specific coding rules; schema validation by itself does not prove semantic equivalence. (aixm.aero) (aixm.aero)

For each executed case, keep a compact, reviewable record:

- **Case ID:** the event and source version under test.
- **Cohort:** location, facility, route, and observation window.
- **Input:** raw response, request, pagination position, and retrieval clock.
- **Expected state:** documented source behavior and local mapping rule.
- **Observed state:** stored, displayed, and reconciled result.
- **Difference:** a coded exception with evidence and severity under local procedure.
- **Decision:** owner, disposition, approval time, and retest reference.

Parallel Run, Monitoring, and Cutover

Compare complete populations, then investigate exceptions

Run candidate and incumbent feeds against **the same defined request cohort**. Include airport and route lists, facility identifiers, effective-time windows, scheduled and unscheduled changes, and records near pagination boundaries. Persist the request parameters and the raw response before transformation. A comparison keyed

only to displayed text may miss an amendment or duplicate a record that retains similar wording; a comparison keyed only to an identifier may miss different supplier identifier schemes. The reconciliation rule should be versioned, tested, and explainable to the data owner. (www.w3.org) Cirium's own schema demonstrates why identifier and replacement-reference fields deserve separate tests. (developer.laminardata.aero) (developer.laminardata.aero) (www.w3.org)

For every mismatch, classify the cause before computing a pass rate: (nvlpubs.nist.gov) **source coverage**, **retrieval timing**, **filter behavior**, **field mapping**, **lifecycle state**, **clock conversion**, or **presentation**. NOTAC's separate source and storage timestamps illustrate the value of separating source latency from intermediary latency. Notamify's active endpoint documents a filter that does not use the NOTAM timing section, so a test harness must reproduce the endpoint's semantics rather than assume all date filters select the same population. (notac.aero) (skymerse.gitbook.io)

Monitor the API as a transport and the dataset as an operational input. HTTP 401 calls for credential review; HTTP 503 describes temporary unavailability. RFC 9110 defines a Retry-After field, but whether a chosen API emits it must be confirmed. Client request duration and error class can be recorded with OpenTelemetry's published HTTP metric conventions. These standards are **implementation references**, not FAA NMS commitments or operating rules. (www.rfc-editor.org) (www.rfc-editor.org) (www.rfc-editor.org) (opentelemetry.io) (opentelemetry.io)

The fallback must be an **approved workflow**, with a trigger, authorized user, data source, and return-to-normal test. The FAA FAQ says its support center emails service updates to affected NMS users; an operator should specify who receives and routes them. It also lists information useful in an issue report, including the affected module and timeframe. Preserve evidence of the data last reconciled, the unresolved interval, and any manual review. (www.w3.org) Do not present a cached result as current merely because transport recovered. (www.faa.gov) (www.faa.gov) (www.rfc-editor.org)

Cutover sign-off should identify the evidence, owner, and reversal route for each item:

- **Source contract:** licensed uses and named source population.
- **Version:** endpoint, schema, mapping, and release-note baseline.
- **Coverage:** cohort-level reconciliation with explained exclusions.
- **Lifecycle:** accepted amendment, cancellation, and end-window cases.
- **Monitoring:** transport errors, data freshness, and missing-record alerts.
- **Fallback:** approved alternate workflow, trigger, and return-to-normal test.
- **People:** user training, exception ownership, and written approval.

A staged release can expose the new feed in a shadow view before it enters the regular workflow. If the reconciliation baseline cannot be established, defer cutover and document the unresolved population.

Data Analysis and Evidence

The FAA's May 2026 release states that **more than four million U.S. NOTAMs are issued annually**. (www.transportation.gov) Its September 2025 announcement contemplated migration of **more than 12,000 NOTAM users worldwide**, but that was a plan, not a completed-user count. In May 2026, the agency used the

less precise description **thousands of users** for the mid-April USNS transition. These are different measures with different dates. None is a public, current benchmark for the latency, completeness, or availability of a particular NMS API endpoint. (www.faa.gov) (www.faa.gov)

The global context is also easy to misuse. ICAO reported **over 37,000 active NOTAM** in a December 1, 2020 snapshot, including **7,079 old or very old** records in that campaign. That historical global population cannot be a denominator for a 2026 U.S. feed test. EUROCONTROL's European AIS Database reported **56 contributing states** and approximately **200 data users** as of April 2024, but those figures describe a separate service and user community. Use such numbers only to frame why jurisdiction and source provenance matter. (www.icao.int) (www.icao.int) (www.eurocontrol.int) (www.eurocontrol.int)

The useful evidence is the operator's own **dated acceptance dataset**, collected under controlled query definitions. NIST's Research Data Framework names accuracy, completeness, consistency and timeliness as dimensions of data quality. Translate those concepts into measures that a reviewer can calculate and reproduce, with thresholds set by the operator and contract rather than inferred from an industry slogan. (nvlpubs.nist.gov) (nvlpubs.nist.gov)

- **Coverage denominator:** all in-scope records observed in the agreed comparator for a named location and time window, adjusted for documented source-scope differences. (nvlpubs.nist.gov)
- **Missing-record rate:** unmatched in-scope source records divided by that denominator; report unresolved and explained exclusions separately.
- **Duplicate rate:** repeated local active representations of the same source identity and lifecycle state divided by accepted local records.
- **Freshness distribution:** source-issued or source-updated time to first local availability, reporting the median, tail, maximum and records lacking source clocks.
- **Lifecycle fidelity:** replacement and cancellation chains with a valid, reviewable link divided by chains where the source actually supplies one.
- **Audit completeness:** sampled displayed records whose raw input, mapping version and presentation history can be reconstructed divided by sampled displayed records. (www.w3.org)

These formulas are proposed test measures, not published FAA performance targets. A sample should be stratified by airport, facility, FIR, event class, time window, and supplier route; otherwise a high aggregate match rate can hide a thin but operationally important slice. Record observation times in UTC and preserve the original offset when supplied. (www.rfc-editor.org) W3C PROV's distinction between entities and activities offers a useful model for recording the raw record separately from the transformation that produced the displayed result. (www.rfc-editor.org) (www.w3.org)

Implications and Future Directions

The next durable capability is **version-aware reconciliation**. The FAA's public FAQ directs users to signed-in release notes, and its May 2026 status statement leaves a later FNS phase to verify. A buyer should request notification terms for schema and coverage changes, then bind each acceptance result to the tested release

and endpoint. A future policy or format change may require a new mapping; the NMS FAQ says the schedule for International Civil Aviation Organization format policy and support would be determined after the transition. (www.faa.gov)

Data models should be named precisely. AIXM says version 5.1 is used as a Digital NOTAM coding format and that current Digital NOTAM specifications are based on 5.1.1, while a newer AIXM 5.2 release exists. This is not evidence that NMS returns AIXM or any particular version. It is a reason to ask whether a supplier supplies text, a proprietary object, AIXM, or several representations, and to test the chosen representation's business rules as well as its syntax. (aixm.aero) (aixm.aero) (aixm.aero)

An operator may also choose to build an integration layer around an existing feed. LANDING.AERO describes custom software that connects data sources and automates workflows, a relevant model for organizations that need a tailored OCC view. The data provider, the integrator, and the operator should have separate responsibilities for source rights, transformation, operational presentation, and exception resolution. (notac.aero) An integrator's capability statement does not establish a NOTAM distribution license or a validated flight briefing service. (www.landing.aero) (www.landing.aero) (www.icao.int)

Before signing, ask the FAA or supplier to answer these questions in a controlled procurement record:

- **Status:** What is the dated production and cutover status of this exact endpoint?
- **Scope:** Which record types, jurisdictions, and source authorities are included?
- **Schema:** Which version and sample payloads define the tested fields?
- **Security:** What authentication, authorization, and credential renewal apply?
- **Limits:** What request quotas, concurrency, and pagination terms apply?
- **Clocks:** What do issue, update, publication, and delivery timestamps mean?
- **Replay:** How are missed intervals and corrections recovered?
- **Rights:** What retention, redistribution, and briefing uses are permitted?
- **Service:** What availability, notice, escalation, and support terms are written?

Where an answer is confidential, keep its version in the controlled test plan. Where an answer is unknown, keep the related acceptance row open. (nvlpubs.nist.gov)

Frequently Asked Questions (FAQs)

Is NMS already the single source for every FAA NOTAM?

The FAA reported USNS retirement and a Phase 1 transition in April 2026. Its May statement placed FNS retirement later in 2026 and said NMS would be the single authoritative source after that phase. The reviewed public pages do not establish that final transition for October 1, 2026. (www.transportation.gov) Ask for a dated distribution notice tied to the applicant's endpoint and record population.

Can an operator rely on the public NMS page to implement the API?

The page invites API access and documentation requests, while the FAQ says release notes require sign-in. The public information supports initiating access, not asserting a schema, security method, quota, or performance commitment. Implement only against documentation and payloads obtained for the actual

interface and version.

Are vendor lifecycle fields the FAA NMS fields?

No correspondence is established by the reviewed public material. Cirium documents N/R/C values and an optional replacement or cancellation reference in its own v2 product; it also documents EST and PERM end interpretations. Those are useful test prompts for that supplier. The FAA order describes replacement, cancellation, and validity concepts, but NMS field mapping needs NMS documentation. (developer.laminardata.aero) (developer.laminardata.aero) (developer.laminardata.aero)

What should trigger fallback or delay cutover?

Use the operator's approved procedure and agreed thresholds. Unresolved missing records, a broken replacement chain, incomplete pagination, undocumented rights, or inability to reconstruct the displayed state are examples of open acceptance findings. HTTP failure monitoring and request-duration metrics make transport symptoms visible; reconciliation shows whether content has recovered. Neither a successful response nor a supplier's coverage claim alone closes an exception. (nvlpubs.nist.gov) (www.rfc-editor.org) (opentelemetry.io) (nvlpubs.nist.gov)

Conclusion

The migration decision is ready when an operator can show **what population was expected, what the selected source delivered, when it arrived, how it was transformed, and who resolved each discrepancy**. FAA statements establish a staged NMS transition and an API access route, while leaving important interface and service terms to the access-controlled documentation. Vendor documentation provides useful examples of lifecycle fields and filters, but those examples must be tested against the chosen supplier's actual payloads and rights. (developer.laminardata.aero) (skymerse.gitbook.io)

The practical deliverable is a signed evidence packet: source contract, versioned schema and mappings, parallel-run results, sampled raw records, exception log, monitoring and fallback plan, and acceptance owners. PROV-O can connect source records, transformation activities, and responsible agents in a provenance trail. (www.w3.org) The matrix in this report supplies a structure for that packet; it does not make operational judgments about individual NOTAMs or alter U.S. regulatory responsibilities. Where public evidence stops, keep a procurement question open until the FAA or provider supplies a documented answer. (www.ecfr.gov) (www.ecfr.gov)

The final decision should state a separate outcome for each tested location and route cohort, including any exclusions. An open lifecycle mismatch or unexplained missing population should remain visible to its owner after the first release. When a source version, mapping, or approved workflow changes, rerun the affected cases and retain the prior evidence. That practice turns an API migration into an auditable operational change.

Source links

Links cited in this article, in order of first appearance. Full addresses are provided for readers using extracted text.

1. https://www.faa.gov/newsroom/trumps-transportation-secretary-sean-p-duffy-completes-phase-one-overhaul-critical-pilot

2. https://www.faa.gov/about/initiatives/notam
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Operations tools that reduce manual steps in day-to-day flight operations; integration of existing systems and data sources into one operational picture; workflow automation; real-time operational dashboards; bridges between legacy systems and modern applications; and mobile apps for staff in the field. Each application is designed around the operator's own workflows rather than sold as an off-the-shelf platform.

How it works

Work starts with discovery of the operator's workflows, continues with iterative development alongside the operator's team, and includes integration with the tools already in use and ongoing support.

Its own tools

LANDING.AERO also publishes small tools for aviation professionals, including UTC Alarm, which sets alarms in Zulu time, and NOTAM Notifier, announced for NOTAM change alerts on chosen airports.

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