

1/26/2026

**FOR YOUR INFORMATION**

2026-28/11-7

To: FAA (MIA-IFO)

2312445

Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200), ATSG, AOPA, ASAP, ALPA, IFALPA, APA, ATA, IATA, ICAO, ICASS, CAPA, NBAA, NTSB, NOAA, National Civil Aviation Agency of Brazil (ANAC)

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: Brazil NOTAM Integration Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2312445

### DATE / TIME

Date of Occurrence	202512
Local Time Of Day	No Local Time Of Day Stated

### AIRCRAFT / EQUIPMENT X

Make Model Name	No Aircraft
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### PERSON 1

Function - Dispatch	Dispatcher
ASRS Report Number	2312445

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Dispatch
Result - General	None Reported / Taken

### NARRATIVE 1

Brazil has broken their NOTAMs down into INTL NOTAMs and National NOTAMs. The NATION NOTAMS are not fed into the system, but are available via the Brazil Aviation website. It was discovered that there was a runway closure for an airport that was being used by most Company flights in the National system. Not having access to the National NOTAMs in the package means that dispatchers and pilots are not using reliable information for the airports that Brazil does not consider INTL airports. Company still uses those airports for alternates, IA (Intermediate Airport) and for ETOPS consideration. Brazil utilizes a Pre-Flight Information Bulletin, something that Company Dispatch has not seen or currently has access to, to communicate the issues for airports in the regions covered by the National NOTAMS. Because the NOTAMS are not always in English and not distributed via EAD (European Aeronautical Information Services Database) or FAA feeds, Company needs to make these NOTAMS available to the dispatcher and crews. To ensure that Company is not using closed or unavailable airports and runways for enroute contingency planning.

### SYNOPSIS

Air carrier Dispatcher reported Brazil uses a type of NOTAM system that could result in flight planning systems missing applicable NOTAMS.