

FAASTeam Seminar — February 2026

NOTAM Service Changes & Central Florida Operational Updates

One-Page Attendee Summary

Why This Matters

Central Florida pilots are operating in a uniquely complex environment—busy Class B/C airspace, intensive training activity, expanding UAS operations, and frequent launch-related TFRs. At the same time, the FAA is modernizing the national NOTAM system and issuing an unusually high volume of chart and procedure updates affecting ORL, MCO, SFB, and DAB.

NOTAM Modernization (2026) — What to Expect

- FAA is transitioning to the **NOTAM Management Service (NMS)** with phased deployment through late summer 2026.
- Pilots will see **mixed legacy and new formats** during the transition.
- Key improvements:
 - Structured categories: **airport, airspace, nav-aid, facility**
 - Clearer **expiration times**
 - More consistent ordering of information
 - Improved filtering in EFBs and FAA tools

What it will NOT do:

It won't reduce NOTAM volume, eliminate all abbreviations, fix infrastructure problems, or replace pilot judgment.

Best Practice: Filter NOTAMs by **category**, not chronologically.

Central Florida Chart & Procedure Changes

Recent and continuing updates include:

- Orlando Sectional UAS & MOA revisions
- Chart Supplement updates for ORL, SFB, DAB

- IFR procedure amendments (altitudes, fixes, missed approaches)
- Taxiway additions and frequency changes
- Noise-abatement revisions

Action:

Verify chart currency every **28/56-day cycle**, review **amendment status**, and always cross-check with NOTAMs.

Local Airspace & ATC Developments

- Daytona Class C redesign progressing
- KMCO traffic-flow adjustments
- Sanford pattern-congestion advisories
- Seasonal runway-use changes
- Expanding UAS corridors

Expect routing, altitude, and handoff changes—stay flexible and communicate proactively with ATC.

TFRs, UAS & Special-Use Airspace

- Frequent Cape Canaveral launch TFRs with evolving shapes and altitudes
- VIP TFRs increasing during the election cycle
- Rising drone density around Orlando metro

Action:

Refresh EFB data just before departure and **verify TFR details manually**—radius, altitude, times.

Risk Management & Single-Pilot Workload

- Use new NOTAM categories in your risk scan
- Pre-brief taxi routes at ORL/SFB/MCO

- Anticipate frequency and altitude changes
- Reevaluate **personal minimums seasonally**
- Practice “mental loading” for diversions or unexpected airspace restrictions

Follow a structured preflight using **AC 91-92**:

1. Airspace
2. Charts & procedures
3. NOTAMs
4. Weather
5. Risk-based go/no-go decision

Common Errors Seen in 2026

- Outdated charts or databases
- Skimming NOTAMs
- Missing UAS/TFR notices
- Over-reliance on vendor graphics
- Not re-briefing after ATC flow changes

Best Practices Going Forward

- Subscribe to FAA chart & NOTAM updates
- Cross-check FAA and vendor tools
- Conduct monthly self-reviews of personal minimums
- Attend FAASTeam briefings
- Use scenario practice and simulators

Bottom Line for Florida Pilots

- Expect **more structured NOTAMs**, but more data overall

- Chart and airspace changes are accelerating
- UAS and TFR activity will continue rising
- Professional, proactive pilots experience fewer surprises

Stay current. Filter intelligently. Brief thoroughly. Fly professionally.