



International Civil Aviation Organization

**The First Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/1)**

Bangkok, Thailand, 20 – 24 May 2013

Agenda Item 6: AOP, MET, AIM, SAR

NOTAM PROLIFERATION

(Presented by Japan)

SUMMARY

This paper presents the status and analysis of NOTAM proliferation in Japan and the Asia/Pacific region based on the data stored in AISC Japan.

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

Global Plan Initiatives:

GPI-18 Aeronautical information

1. INTRODUCTION

1.1 At AIS-AIM SG/6, UK presented the worldwide NOTAM proliferation. France presented analysis on the increase of the number of NOTAM in France at AIS-AIM SG/7. Both States found the steady increase of the number of NOTAM and encouraged other States to conduct similar analysis to consolidate the causes and the corresponding potential remedy actions.

1.2 Japan conducted the analysis on NOTAM proliferation in Japan and the Asia/Pacific region based on the data stored in AISC Japan.

2. DISCUSSION

Japan's NOTAM trend

2.1 The figure 1 shows the number of international NOTAM by the top 10 locations in the period of 2008 to 2012.

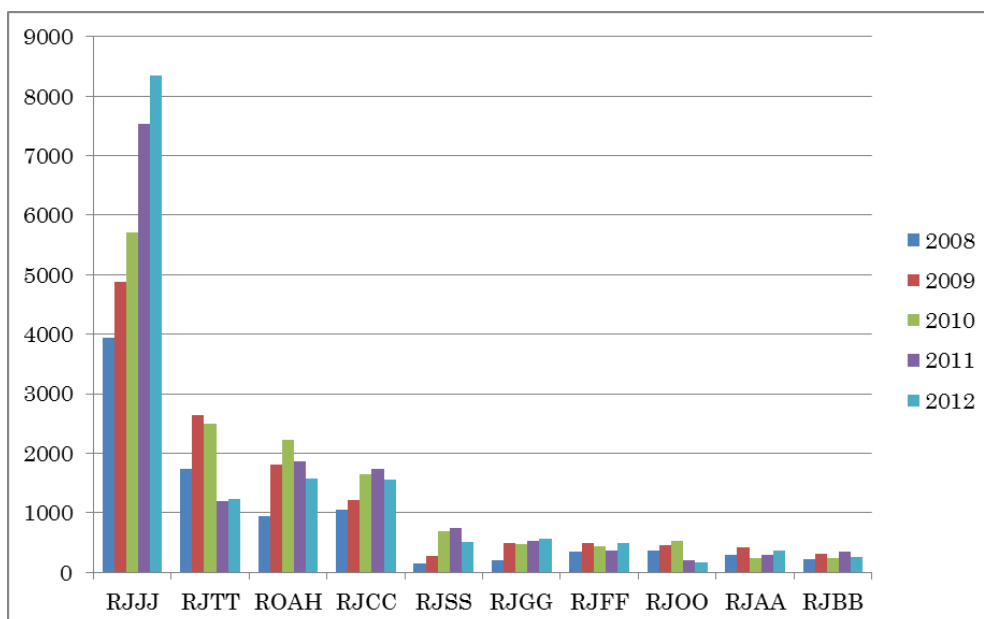


Figure 1 : The number of NOTAM by the top 10 locations

2.2 The number of NOTAM for RJJJ – Fukuoka FIR – alone steadily increases. Other locations do not show remarkable changes in number. The number of NOTAM for RJTT – Tokyo – decreases in 2011. The reason is that the construction of new runway was ended in 2010. The other location’s variations in number have similar reasons. The steep increases in RJJJ in 2011 and 2012 result from the information on radioactive cloud caused by Fukushima No.1 nuclear reactor. The number is 2,190 in a year. The distribution has been ended in early 2013.

2.3 The figure 2 shows the number of international NOTAM by the top 10 Q codes in the same period.

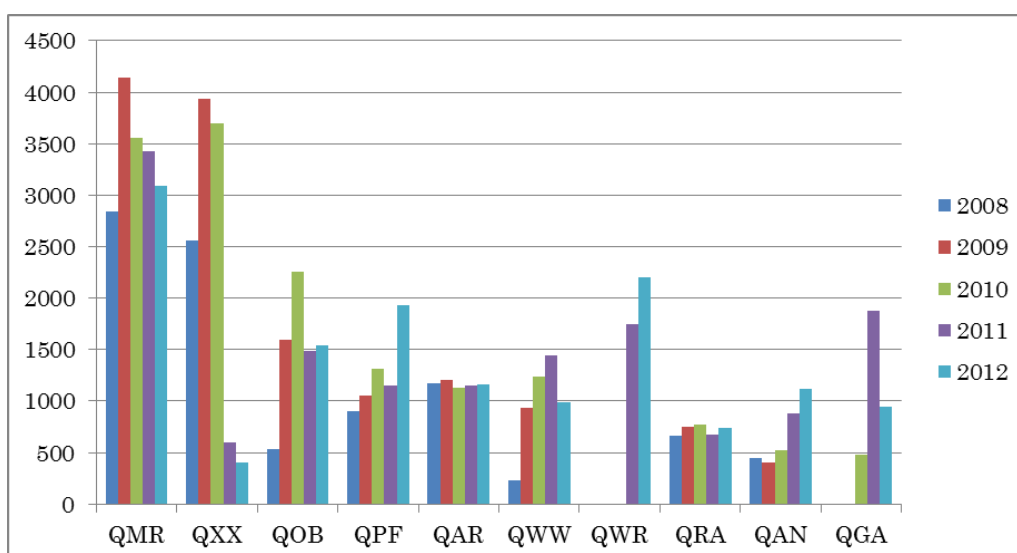


Figure 2 : The number of NOTAM by the top 10 Q codes

2.4 The notable drivers for the increase of the number of NOTAM for RJJJ are PF – Flow Control Procedure, GA - GNSS airfield-specific operations and AN – Area Navigation Route. These data have proliferated recently and are thought to increase for the time being. There seems to be no

measures for the reduction of these data unless qualitative changes are made to the distribution of such data, e.g. the introduction of SWIM.

Note: WR is radioactive cloud information. The distribution of this information has been ended in early 2013.

2.5 The number of NOTAM for MR – Runway is the largest. This category does not relate to FIR, but it forms a large part of the number of NOTAM for airports. Sometimes, the NOTAM of very short period, that is to say, less than ten minutes of closure of the runway are issued. The data originator says that the NOTAM is “official” and it must be distributed to the parties concerned.

2.6 The cause of this problem is twofold. The first cause is the lack of domestic rule which comply with article 5.1.1.3 of Annex 15 that specifies the information not to be notified by NOTAM. The second cause is the data originators’ perception of NOTAM as “official”, so they think all the information regarding the airport must be distributed by NOTAM even if it is very short period. AIS officers want the parties in the airport not to request the issuance of NOTAM when the situation can be handled in the airport, but AIS officers have no legal ground to refuse such request. The remedy would be to fill the gap in perception between data originator and AIS officer and set rules on this matter according to the article 5.1.1.3 of Annex 15.

The Asia/Pacific region’s NOTAM trend

2.7 The figure 3 shows the number of worldwide NOTAM by the first letter of location indicator in the period of 2008 to 2012.

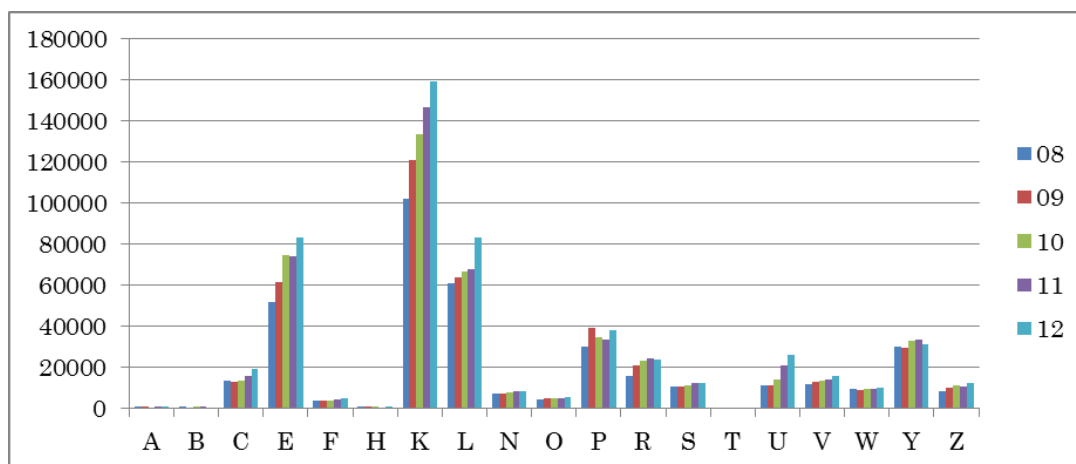


Figure 3 : The number of NOTAM by the first letter of location indicator

2.8 The numbers of NOTAM in Europe and the U.S. stand out from others. It seems the number of NOTAM in the Asia/Pacific region is negligible except that of R and Y. Though, by limiting the scope to the Asia/Pacific region as figure 4, one can find the steady increase in some regions such as N – South Pacific, R – East Asia, U - Russia, V – South and Southeast Asia and Z – China and DPRK.

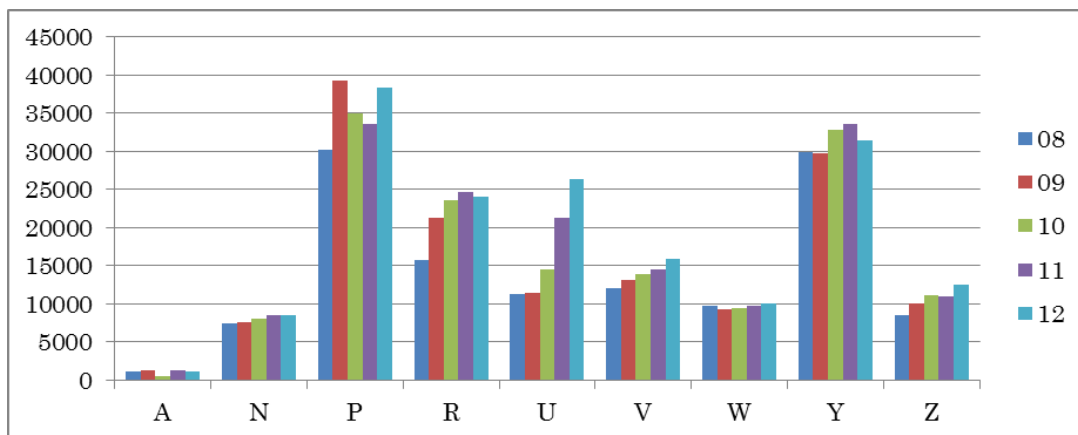


Figure 4 : The number of NOTAM by the first letter of the Asia/Pacific location indicator

2.9 The figure 5 shows the number of NOTAM by the growing Q code categories in the same period in the Asia/Pacific region.

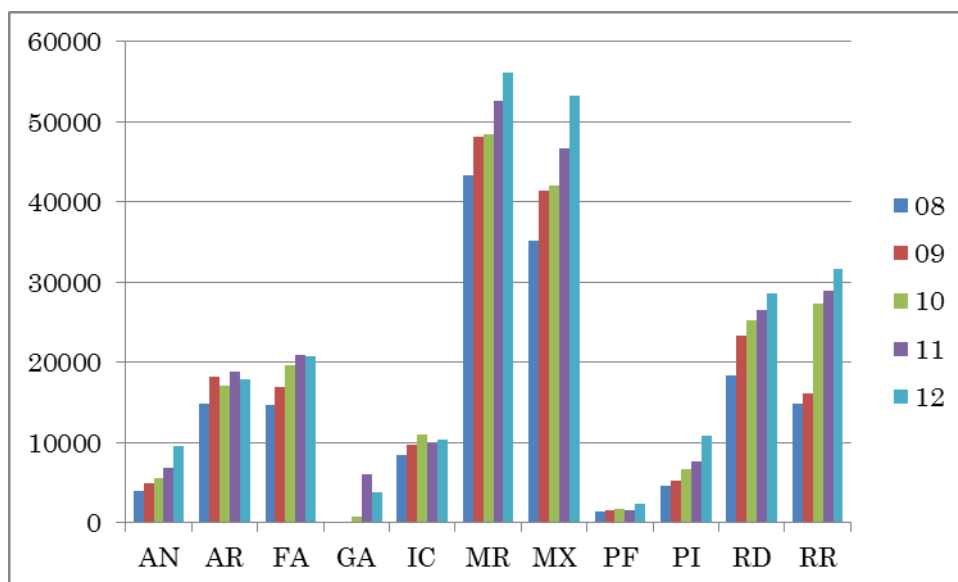


Figure 5 : the number of NOTAM by the growing Q code categories in the Asia/Pacific region

2.10 The growth rates and the numbers of MR – Runway and MX – Taxiway are definitely eye-catching. The numbers of RD – Danger Area and RR – Restricted Area follow the MR and MX. The numbers of FA – Aerodrome and PI – Instrument Approach Procedure are growing too. That might come from booming economies in the region. Interestingly, the trend of the category of Q code seems traditional in a sense the information largely comes from constructions and airspace restrictions. Besides, the number of AN – area navigation is relatively small, but increases steadily. If the States in the region begin implementing area navigation and inter-FIR flow control in earnest, the number of NOTAM would increase dramatically.

Conclusion

2.11 The number of NOTAM in the Asia/Pacific region is much smaller than that of Europe and the U.S. Though, considering the booming economies in some States, the region has latent potential on NOTAM proliferation. Since the reduction of the NOTAM of new breed of categories such as AN - area navigation seems to be difficult, the effort to reduce the NOTAM of traditional categories such as MR – Runway might be necessary.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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