



ICAO

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Eighteenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/18)

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Agenda Item 5: Regional AIS/AIM Planning and Guidance

NOTIFICATION FOR NOTAM SERVICE DISRUPTION

(Presented by JAPAN)

SUMMARY

This paper proposes the recommended actions to be taken for service disruption such as when a NOF is temporarily unable to distribute aeronautical information, especially NOTAMs, to the NOF to which it normally distributes them due to unexpected circumstances.

1. INTRODUCTION

1.1 Annex 6 states that aeronautical information is a reasonable means of pre-flight confirmation as follows;

4.1.1 The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that **the ground and/or water facilities available and directly required on such flight**, for the safe operation of the aeroplane and the protection of the passengers, **are adequate for the type of operation under which the flight is to be conducted** and **are adequately operated for this purpose**.

Note.— “Reasonable means” in this Standard is intended to denote the use, at the point of departure, of information available to the operator either through **official information published by the aeronautical information services** or readily obtainable from other sources.

4.1.2 The operator shall ensure that a flight will not commence or continue as planned unless it has been ascertained by every reasonable means available that **the airspace containing the intended route from aerodrome of departure to aerodrome of arrival, including the intended take-off, destination and en-route alternate aerodromes, can be safely used for the planned operation**. When intending to operate over or near conflict zones, a risk assessment shall be conducted and appropriate risk mitigation measures taken to ensure a safe flight.

Note 1.— “Reasonable means” in this Standard is intended to denote the use, at the point of departure or while the aircraft is in flight, of information available to the operator either through **official information published by the aeronautical information services** or readily obtainable from other sources.

1.2 Therefore, NOF exchange NOTAMs under the respective agreements and provide for pre-flight information service based on Annex15 para 2.2.4.

2.2.4 An AIS shall, in addition, obtain aeronautical data and aeronautical information to enable it to provide pre-flight information service and to meet the need for in-flight information:

- a) from the AIS of other States; and
- b) from other sources that may be available.

Note.— One such source is the subject of a provision in 5.6.

1.3 However, it is difficult to completely prevent the temporary service disruption of the distribution of aeronautical information and NOTAMs for any reason, such as system failure.

2. DISCUSSION

2.1 As Overseas NOTAMs are issued irregularly, it is difficult to monitor the status of NOF distribution. This means that if any unusual situation occurs, it is difficult to notice it. Of course, if NOTAMs about AIS disruption can be issued and distributed, they should be, but this is likely to be impossible during a system failure. As a result, alternative actions may not be taken or may be delayed. To avoid such situation, it is important that the receiving recognize the disruption by any other measures promptly at least.

2.2 When a service disruption occurs in the issuing NOF, there may be little that the receiving NOF can do. However, it is important that the issuing NOF notify about the fact by all possible means as soon as possible and that the receiving NOFs are aware of the situation so that the operator can promptly take alternative action.

Actions in Japan

2.3 In Japan, the following actions are taken in the case of a failure of NOTAM/ system.

- To send an email to the operators and the originators to notify the failure by using pre-arranged mailing list.
- To send a message on dedicated system to the ATS flight information officer who takes charge of briefing at the airport office to notify the failure.
- To post the notification on AIS-JAPAN website
- To post the notification on the bulletin board of flight plan filing website.
- To response at helpdesk in AIS center.

Recommended actions

2.4 In the case of a service disruption, notification of the parties involved is an essential first step in order to minimize the impact on operations in response to the situation. Therefore, it is proposed that the following actions be taken in each State in the Asia-Pacific region for situation awareness and information sharing.

1. Preparation for unexpected failure
 - ✓ Prepare address list (AFTN/AMHS and email) of receiving NOF
 - ✓ Publish website URL to be used for notification on AIPGEN3.1
 - ✓ Add operational contact in APAC AIS points of contact

- ✓ Notify the appropriate contact address in ICAO Doc7383 – Aeronautical Information Services provided by States to confirm operational status
- 2. In case of disruption occurs
 - ✓ If possible, publish NOTAM to notify the service disruption
 - ✓ Send the notification about the disruption to receiving NOFs by using address list
 - ✓ Post the situation on website
 - ✓ Update the notification when situation is changed/updated, as possible.
 - ✓ Contents to be notified are as follows;
 - Availability of AFTN/AMHS communication
 - Availability of NOTAM issuance/distribution
 - Contact information about failure
 - Alternative measures to collect NOTAM, if any
 - Expected date/time of recovery

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) discuss and agree about the action against network/system failure in paragraph 2.4;
- b) ensure the action against network/system failure in NOF in each State; and
- c) discuss any relevant matters as appropriate.

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