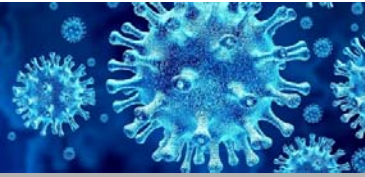




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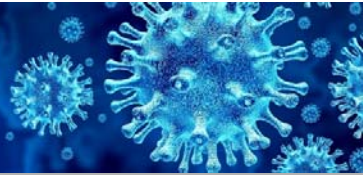
**SEVENTH MEETING OF THE AERONAUTICAL INFORMATION MANAGEMENT
SUB-GROUP (AIM SG/7)
21 - 22 October 2020**





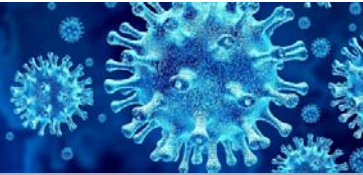
AIM SG/7

Agenda Item 3: Global and Regional Developments



Global Developments-Outcome of IMP/WG-A/4

- IMP/WG/10 meeting scheduled for May 2020 postponed to November 2020.
- IMP/WG-A/4 was held virtually from 06 to 09 July 2020 .
- Short-term Improvements to the Existing NOTAM System:
 - Changing default values of qualifiers lower and upper limits from 000/999 to 000/001
 - Use of NOTAM templates
 - Use of abbreviations and acronyms
- Digital data accuracy exceeding requirements,
- NOTAM Checklist not appropriate for providing list of valid digital data sets,
- Status Report of the Digital Data Set Focus Group,
- Status report of AIM quality manual,
- Status report of AIM training manual,
- IFALPA Plea Letter to Reduce Amount of NOTAM.



Global Developments-Adoption/Approval of Amendment

- Adoption of Amendment 41 to Annex 15,
- Approval of Amendment 9 to the Procedures for Air Navigation Services — Aircraft Operations, Volume I — Flight Procedures and Amendment 9 to Volume II — Construction of Visual and Instrument Flight Procedures (PANS-OPS, Doc 8168), with relevance to AIM include:
 - visual segment surface (VSS);
 - PBN approach charting identification;
 - charted altitudes and flight levels;
 - simultaneous operations on parallel and near parallel runways;

These require updates to Aeronautical Chart Manual (Doc 8697) and Manual on Aeronautical Information Services Manual (Doc 8126) with planned publication date November 2021.

- Adoption of Amendment 61 to Annex 4,
- Approval of Amendment 1 to the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066),
- Changes to applicability dates of SARPs and PANS related to GRF due to the COVID-19.



PLEA LETTER TO REDUCE AMOUNT OF NOTAM

- IFALPA plea to AIS community to help improve quality of NOTAM
- NOTAM are increasingly becoming a serious safety concern!
- NOTAM older than 90 days as example of non-compliance
- Also inefficient filtering, non-standard codes and abbreviations, lengthy and convoluted NOTAM
- Plea to adhere to international standards and recommendations
- NOTAM have to be operationally significant
- WG-A is actively working on NOTAM replacement system (NRS)
- Planned applicability for NRS is 2028
- But, the NRS cannot solve systemic problems of non-compliance





NOTAM – an old problem! let us work together to be better!

- Please, review your State’s NOTAM
- Review PANS-AIM and Doc 8126 and ensure NOTAM are compliant
- Identify problems with NOTAM and cases of non-compliance
- Correct as many NOTAM as possible, especially new NOTAM
- Always ask yourself “Is this NOTAM operationally significant?”
- Ask yourself, or a pilot, “What would a pilot do with this NOTAM?”
- Help each other, learn from each other
- Reach out to your ICAO regional office, or headquarters

Remember:

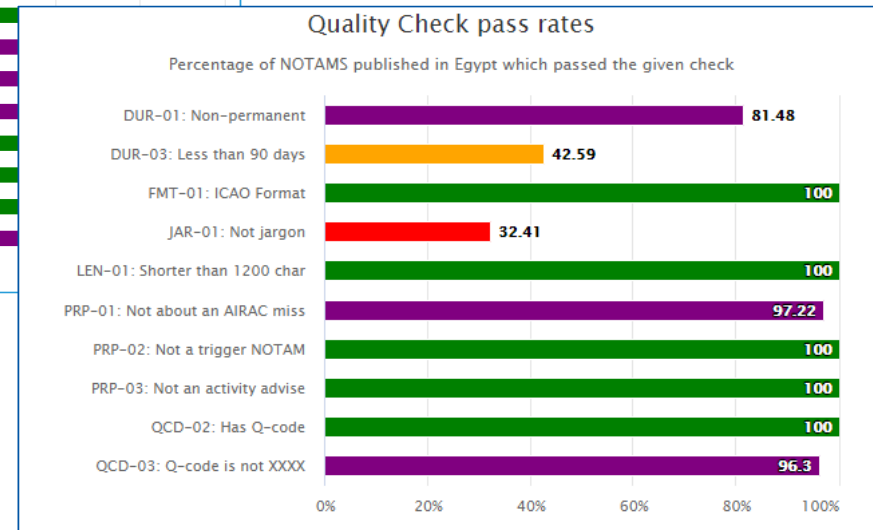
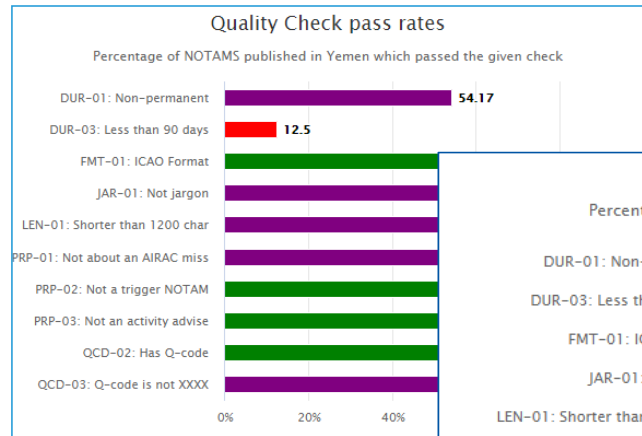
- Your NOTAM mistakes are globally visible
- NOTAM may be identified as a safety concern during USOAP audit
- Every pilot flying in and out of your State has to review your NOTAM for every flight – twice!





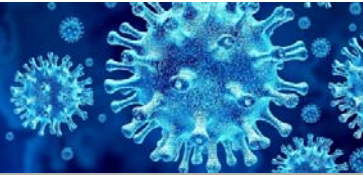
	Active NOTAM	% of NOTAM that meet quality criteria
Bahrain	102	12.75%
Egypt	108	7.41%
Iran	371	9.16%
Iraq	22	18.18%
Jordan	23	8.70%
Kuwait	66	16.67%
Lebanon	6	0.00%
Libya	18	0.00%
Oman	26	3.85%
Qatar	87	4.60%
Saudi Arabia	130	19.23%
Sudan	15	26.67%
Syria	40	12.50%
United Arab Emirates	91	3.30%
Yemen	24	0.00%
	1129	9.53%

* based on ICAO iSTARS NOTAMeter, as of 19 Oct 2020



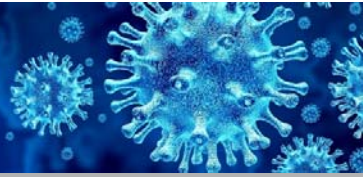
Resources:

- iSTARS NOTAMeter – <https://www.icao.int/safety/iStars/Pages/Notameter.aspx>
- Global NOTAM repository – <https://portal.icao.int/space/Pages/Notices-To-Airmen.aspx>



Resources:

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- Use global NOTAM repository
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Regional developments

- MID RPTF was established on 22 April 2020,
- AIM forum was established by the RPTF WS4 ANS ATM. Three teleconferences were held (08 and 30 June and 10 August) to keep AIM FPs updated on activities relating to AIM during COVID-19,
- ICAO MID developed and shared dedicated webpages/links, namely:
 - ✈ <https://www.icao.int/MID/Pages/COVID-19.aspx>
 - ✈ <https://www.icao.int/MID/Documents/COVID19NOTAMs.pdf>
 - ✈ <https://www.icao.int/MID/Pages/RPTF/MIDRPTF.aspx>
 - ✈ <https://www.icao.int/MID/Documents/Airports%20Operability.pdf>
- ICAO MID jointly with GCAA UAE organized :
 - ATM Webinar held on 15-16 June 2020 "Collectively Designing The Future of ATM" Post COVID-19 (<https://www.icao.int/MID/Pages/2020/ATM-Webinar.aspx>)
 - Month of Knowledge for the Future of ANS (6-31 August 2020) Series of ten educational webinar (<https://www.icao.int/MID/Pages/Webinars/MOKFANS.aspx>)



ICAO MID COVID Webpage

<https://www.icao.int/MID/Pages/COVID19/COVID19.aspx>

COVID-19

Information Sharing- MID States Measures & Guidelines



In order to prevent and control the spread of COVID-19, the ICAO MID Office urge States to act in accordance with the relevant standards contained within the various Annexes to the Convention on International Civil Aviation (Chicago Convention).

States shall adhere with the provisions of the related ICAO Annex 9 - Facilitation provisions to expediting the release and clearance of goods carried by air in order to ensure the sustainability of the global air cargo supply chain and maintain the availability of medication, and equipment such as ventilators, masks and other health and hygiene related goods, which are necessary to assist in reducing the public health risk of the spread of COVID-19. In this regard, ICAO has developed a [COVID-19 Page](#) on its public website.

States are requested to provide ICAO with the actions taken to reduce the spread of the COVID-19 by air transport aiming at protecting the health of air travellers and the aviation personnel in accordance with the ICAO Annex 11 provisions.

As there is urgent need to reduce the risks of the spread of COVID-19 by air transport and to protect the health of air travellers and aviation personnel, contingency arrangements should be provided, as necessary, as it is incumbent upon the air navigation services provider (ANSP) to ensure that information on exceptions are detailed in the subsequent promulgation of NOTAM. Contingency arrangements should consider potential reduction of staffing across air navigation services personnel, particularly, centres providing ATS and aerodrome services.

States are urged to inform ICAO of any temporary differences that may arise from COVID-19 contingency measures, particularly those related to licensing and certification. States should also indicate, in general terms, whether the State will recognize or accept the validity of certificates and licenses affected by the special temporary measures of other States. The aforementioned information can be provided by the National Continuous Monitoring Coordinator (NCMC) or any other authorized user:

- via the [CCRD sub-system](#) accessible through the EFODs dashboard; or
- by sending an [off-line CCRD](#) form available on the ICAO COVID-19 Operational Safety Measures public website by email to gops@icao.int.

Guidance on how to submit the information is provided on the [ICAO COVID-19 Operational Safety Measures public website](#). States are also encouraged to share with ICAO any information on the measures taken during this period providing links when possible. This information should be sent to ops@icao.int. All information including CCRD reports, will be made available on the [ICAO COVID-19 OPS](#) public website.

NOTAMs issued by MID States and measures taken with regard to COVID-19

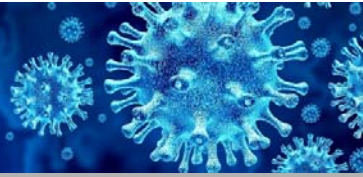
Kindly check the [link](#) (or click on image)





COVID NOTAM Analysis

- Analysis Criteria
 - ICAO SARPs
 - Accessibility
 - First IATA/ICAO NOTAM template
 - User impact
 - Complete
 - Understandable
 - Fit for purpose



Lack Of Harmonized Approach

Presidential
Decree

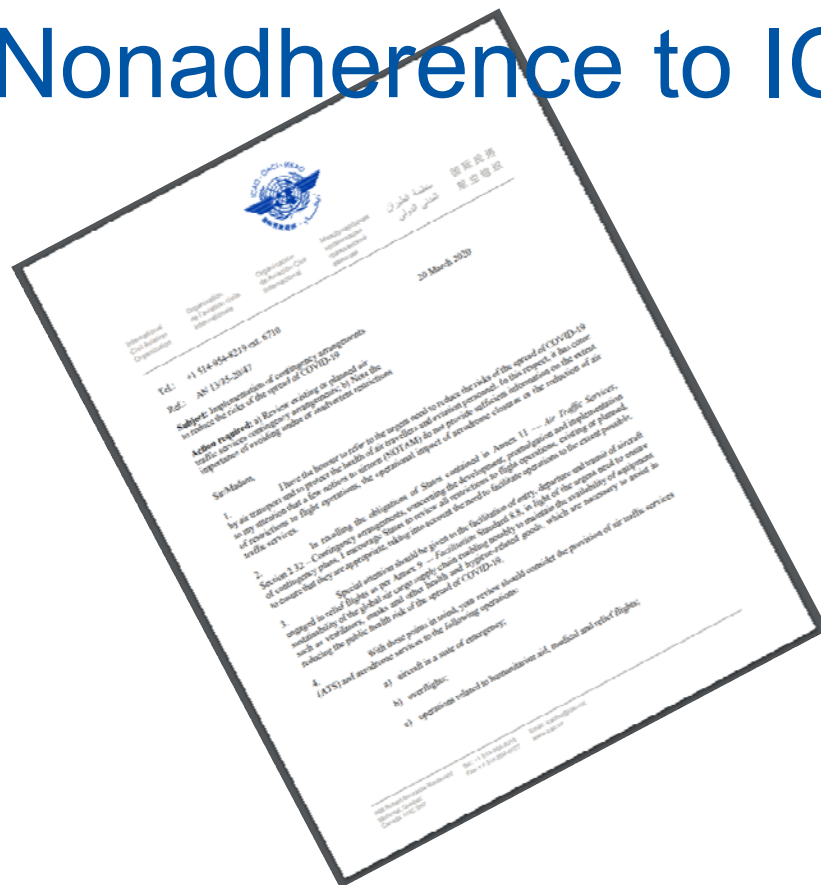
Public Notice

NOTAM

Regulation

AIC

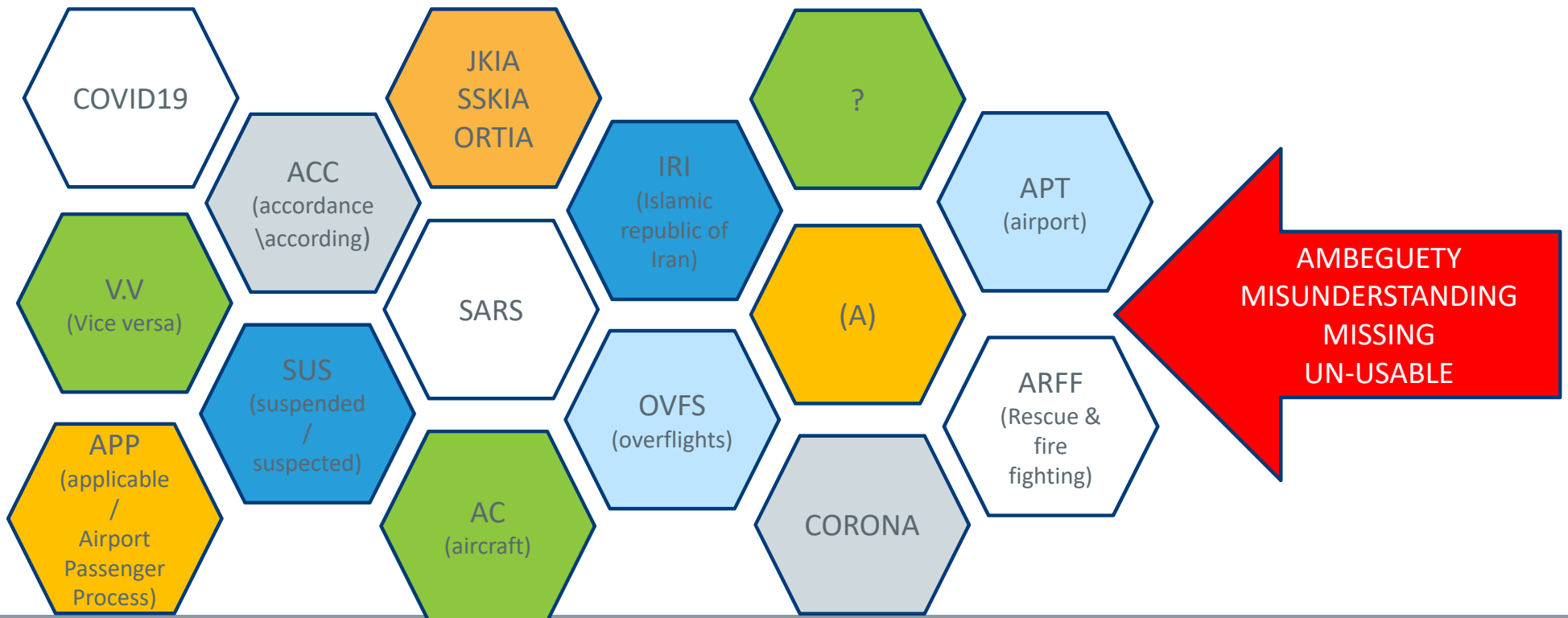
Nonadherence to ICAO SL AN 13/35-20/47

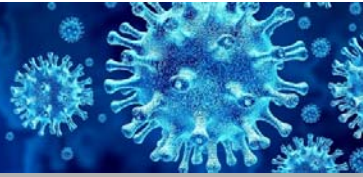


- Sufficient information on restrictions
 - Flight
 - Aerodrome
 - Air Traffic Services
- Contingency arrangements
 - Avoid undue Impact
 - Facilitate to extent possible
- Sustainability
 - Cargo
 - Emergency
 - Overflights
 - Humanitarian/medical/relief
 - ALTN on FPL including EDTO
 - Technical landings
 - Safety related



Nonstandard Abbreviations & Text





NOTAM

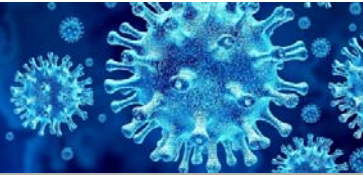
Extended
text

Multiple
subjects

Incorrect
q-code

Non-
English

“Expired”
estimates



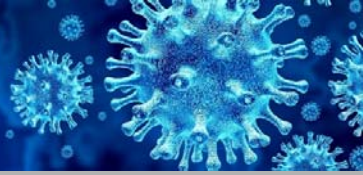
The Major Challenges



- Access to timely quality Aeronautical Information (AI)
 - No central repository
 - Lack of standardization
 - Missing critical information
 - Uncertainty

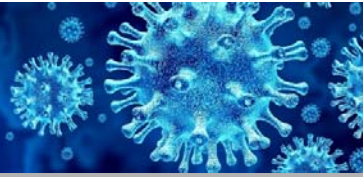
- Coordination - data originators / data publishers

- Gap in understanding
 - User requirements
 - Impact of poor AI



Recommendations

- Positive confirmation for recovery
 - Airspace
 - Aerodrome
 - Immigration, health and customs
- Collaboration
 - RPTF AIM Forum
- AI Publication Guidance & NOTAM Templates
- NOTAM
 - Only ONE subject
 - Well articulated in English
 - Concise
 - ICAO abbreviations ONLY
 - COVID-19 Header
- AIC / Other publication
 - Detail
 - Notify via NOTAM
 - Accessible



ACTION BY THE MEETING

The meeting is invited to :

- a) Consider the AIM-related developments in the Regional AIM planning; and
- b) Follow-up and keep abreast of the Global activities related to AIM.
- c) Encourage States to review their promulgated NOTAMs, ensure their compliance with the NOTAM templates and replace them, as necessary.
- d) Urge States to use the NOTAM templates for future notification of resumption of normal/limited operations.



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Southern African
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Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU