



International Civil Aviation Organization

**Eighth Meeting of the MIDANPIRG AIM Sub-Group (AIM SG/8) and
Sixth Meeting of the MID Region AIM Database Task Force (MIDAD TF/6)**

(Virtual Meetings, 13 - 15 September 2021)

Agenda Item 4.2: Regional Developments related to AIM

COVID-19 PUBLICATION AND NOTAM IMPROVEMENTS

(Presented by RPTF WS4 AIM Team)

SUMMARY

This paper outlines the activities undertaken by the RPTF WS4 in relation to aeronautical information and the improvement of COVID publications and NOTAM Improvements.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Annex 15 “*Aeronautical Information Services*”
- ICAO Doc. 10066 “*Procedures for Air Navigation Services – Aeronautical Information Management*” (PANS-AIM)
- Doc 8126 AIS Manual

1. INTRODUCTION

1.1 The global Air Navigation System and particularly flight operations, are highly reliant on access to timely, accurate, high quality information which is crucial to enabling safe and efficient planning and operational decision making.

1.2 The global COVID crisis put the long-standing deficiencies within the aeronautical information environment in the spotlight as they became an added hindrance in an already severely constrained operational environment.

1.3 The MID RPTF recognised that the deficiencies within the aeronautical information needed to be addressed to enable restart and recovery of flight operations.

1.4 Additionally, the high number of old and very old NOTAM in the system added further complexity to the long list a regional and global deficiencies and non-conformance to established ICAO standards and recommended practices.

2. DISCUSSION

COVID-19 PUBLICATIONS

2.1 Much improvement has been noted in the quality of COVID publications over the past 18 months. This can be attributed to several activities and interventions

- Implementation of the NOTAM templates and aeronautical information publication guidance
- Collaborative engagement through the MID AIM Forum
- Webinar on QMS implementation in aeronautical information management
- Direct state engagement in the form of AIM Panels facilitated by the MID AIM Go-team

2.2 There remain however a few challenges that still need to be addressed to ensure that aeronautical information that is published supports and enables safe, efficient, and sustainable flight operations

- Many states do not publish the COVID requirements and restrictions in Aeronautical Information, but rather issue government and/or safety notices or updated regulations. These are unfortunately not always known or visible to the airspace user. As there is no reference to these notices or regulations in the aeronautical information it appears that no requirements or restrictions are in place
- Of the states who have published NOTAM with restrictions and requirements these contain extended text, and in many cases, this text is ambiguous or even contradictory. This can impact safety, efficiency, and cost effectiveness of the flight
- Due to the protracted timeframe of the COVID pandemic, the standard validity period for NOTAM and, other aeronautical publications, has been “conveniently” unheeded. Estimate NOTAM have been repeatedly replaced to extend the validity period instead of being taken up into a more “permanent” publication. This creates uncertainty in the system and hinders longer term planning.

GLOBAL AND REGIONAL NOTAM CAMPAIGN

2.3 ICAO launched the Global Campaign on NOTAM Improvement (NOTAM2021) with a virtual webinar on 8 April 2021. The campaign aims to reduce the number of old and very old NOTAM and enhance the effectiveness, usefulness, and reliability of NOTAM globally. To support States in achieving the aim of the NOTAM2021 campaign and to monitor progress, ICAO will host a series of bi-monthly global progress webinars.

2.4 The NOTAM2021 Global Campaign is supplemented by a series of regional activities during 2021 with the aim of raising awareness to improve the quality of NOTAM, monitoring progress in eliminating the old NOTAM and sharing experiences and lessons learned. The overall schedule for these regional webinars is: 1 June 2021; 16 August 2021; and 1 December 2021. Ref ICAO MID SL AN 8/2.1 – 21/068 dated 9 May 2021.

OLD AND VERY OLD NOTAM

2.5 Old NOTAM are defined as being older than 3 months, but younger than 12 months old, while very old NOTAM are those NOTAM that have exceeded 12 months validity

2.6 Old and very old NOTAM have a direct safety impact on flight operations by cluttering pre-flight briefings and “hiding” safety critical information in plain sight

2.7 Old and very old NOTAM do not comply with established standards as defined in the ICAO Annexes and Documents pertaining to aeronautical information management and are indicative of poor process and quality management and a lack of coordination between the various role-players in the aeronautical information data chain

REGIONAL NOTAM ANALYSIS

2.8 The web-based NOTAMeter tool has been rolled out by ICAO to keep track of the campaign’s progress. The NOTAMeter provides estimated statistics of the absolute and relative numbers of current, old, and very old NOTAM.

2.9 The NOTAMeter data is sourced from the U.S. Defense Internet NOTAM Service (DINS) and updated on a monthly basis (DINS <https://www.notams.faa.gov/dinsQueryWeb/>) as a primary source. DINS is valuable source of worldwide NOTAMs. However, sometimes it contains some NOTAMs that are no longer current, due to reasons such as NOTAM Offices not consistently distributing their NOTAMs (NOTAMR, NOTAMC or NOTAM Checklist) to DINS.

2.10 To get the right picture on the statistics of old/very old NOTAM in the MID region, States (NOF) are called to include the FAA NOTAM system address (KDZZNAXX) in their NOTAM collective/distribution address lists.

2.11 The figures below show the status of old and very old NOTAM for the MID region as of 01 September 2021 and the progress made to date in eradicating old and very old NOTAM. The figures have been extracted from <https://www.icao.int/airnavigation/information-management/Pages/NOTAMeter.aspx>

2.12 Figure 1 illustrates MID NOTAM statistics since June 2020. As of 1st September 2021, a total 1011 NOTAMs were active in the MID Region. 53 (5.2%) of these current NOTAMs were old and 119 (11.8%) were very old NOTAMs.

Total NOTAM

1011

Old NOTAM

53 (5.2%)

Very Old NOTAM

119 (11.8%)

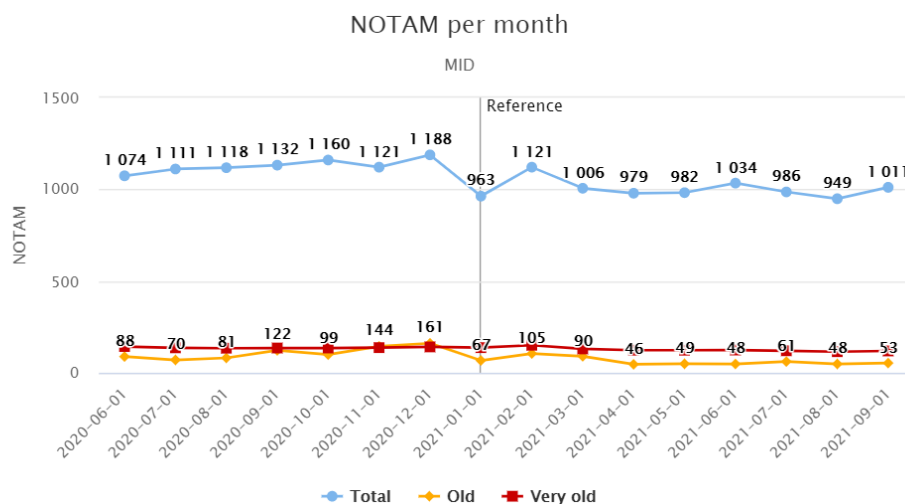


FIGURE 1

2.13 As shown in the Figure 2, MID Region had a good downtrend for both old and very old NOTAMs. However, the downtrend for old/very old NOTAM reversed in September. As of 1st September, the numbers of old and very old NOTAM have slightly increased from their lowest level in August 2021.

Total NOTAM

1011

Old NOTAM

53 (5.2%)

Very Old NOTAM

119 (11.8%)

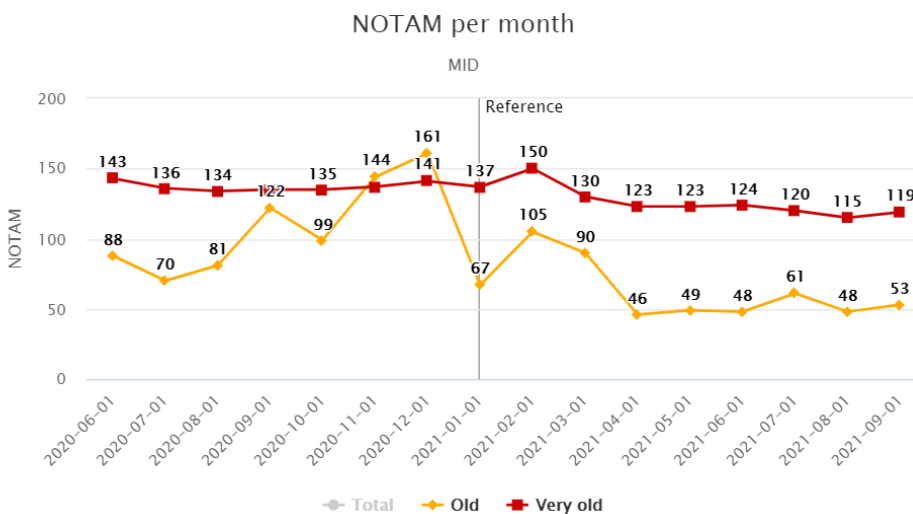


FIGURE 2

2.14 Table following table lists the top 10 NOTAM-promulgating MID States (as of 1 September 2021). They have promulgated 93.8% of all MID NOTAM, including 87.2% of MID old and very old NOTAM.

No.	State	Total NOTAM	old NOTAM	very old NOTAM	Percent of old and very old NOTAM
1	Islamic Republic of Iran	339	35	59	27.7%
2	Saudi Arabia	110	0	0	0
3	UAE	103	0	0	0
4	Kuwait	88	6	9	17%
5	Qatar	84	0	0	0
6	Bahrain	69	2	3	7.2%
7	Egypt	60	2	1	5%
8	Syrian Arab Republic	41	0	17	41.4%
9	Yemen	31	3	11	45%
10	Jordan	24	2	0	5%

2.15 An excellent performance has been achieved by Iraq, Qatar, Saudi Arabia and UAE with ZERO old and very old NOTAM.

PERFORMANCE MONITORING AND REPORTING

2.16 To monitor progress and to encourage States to actively address the phenomena, the MID AIM go-team proposed the following KPI to the AIM Forum aimed to reduce the number of PERM NOTAM and address PERM NOTAM in accordance with ICAO SARPS. The Forum members agreed to the KPI

KPI Name	REDUCTION OF EXISTING PERMANENT INTERNATIONAL NOTAM	KPI #1
Description	Reduce the number of PERM international NOTAM, published prior to 01 JAN 2021 by 30% by 30 JUN 2021	
Objective	To ensure that PERM (static) aeronautical information is published in the correct part of the IAIP and reduce NOTAM proliferation	
Type	<input checked="" type="checkbox"/> Quantitative <input type="checkbox"/> Qualitative	
Effort	<input type="checkbox"/> Low <input checked="" type="checkbox"/> Medium <input type="checkbox"/> High	
Unit	<ul style="list-style-type: none"> • Baseline number: Count PERM international NOTAM with issue date before 01 JAN 2021 • Target Number: Count number of those still valid on 30 JUN 2021 • Target – 30% less than the baseline number 	
Assessment Method	Baseline number minus (-) Target Number divide (÷) by Baseline number x 100	
Analysis Frequency	<input type="checkbox"/> Day <input type="checkbox"/> Week <input type="checkbox"/> Month <input checked="" type="checkbox"/> Quarter <input type="checkbox"/> Year	

KPI Name	INCLUDE PERM INTERNATIONAL NOTAM CONTENT INTO IAIP	KPI #2
Description	New PERM international NOTAM published since 01 JAN 2021 to be taken up (published) in the applicable part of the IAIP within 6 AIRAC cycles and/or cancelled	
Objective	To ensure that PERM (static) aeronautical information is published in the correct part of the IAIP and reduce NOTAM proliferation	
Type	<input checked="" type="checkbox"/> Quantitative <input type="checkbox"/> Qualitative	
Effort	<input type="checkbox"/> Low <input checked="" type="checkbox"/> Medium <input type="checkbox"/> High	
Unit	Number of AIRAC effective dates (months) from issuance of NOTAM to publication of AIC, AIP SUP or AIP amendment containing the PERM NOTAM data and/or cancellation of NOTAM	
Assessment Method	<ol style="list-style-type: none"> 1. List all PERM A series NOTAM published since 01 JAN 2021 including issued date 2. Record Date when information is published in the correct part of the IAIP and/or cancelled. If not replace with Analysis Evaluation Date 3. The number of months NOTAM remained valid 	
Analysis Frequency	<input type="checkbox"/> Day <input type="checkbox"/> Week <input type="checkbox"/> Month <input checked="" type="checkbox"/> Quarter <input type="checkbox"/> Year	

2.17 The below tables shows the status of PERM NOTAM for the MID region based on NOTAMeter data as of 07 September 2021 compared to data extracted since July 2021.

KPI #1

Baseline Date	No. of PERM A NOTAM	Target Date	Reduction Target
01-Jan-2021	87	31-Dec-2021	30%

Evaluation Date	No. of baseline NOTAM still valid	Reduction
01-Aug-2021	71	18%
01-Sep-2021	68	22%
01-Oct-2021		
31-Dec-2021		

KPI #2

International PERM NOTAM monitoring			Crossed Target
Target to include in IAIP	6	AIRAC cycles/months	16

3. ACTION BY THE MEETING

The meeting is invited to:

- a) Note the content of this working paper;
- b) Invite States (NOF) to include the FAA NOTAM system address (KDZZNAXX) in their NOTAM collective/distribution address lists.
- c) Urge States and Aeronautical Information Service providers should review and correct COVID NOTAM and publications Encourage States to engage and educate originators of the Aeronautical Information publication requirements
- d) Invite States requiring assistance to make their need known to the Aeronautical Information “go-team” through the ICAO MID Regional office
- e) Calls upon States to develop and implement processes within the aeronautical information data chain to ensure the effective implementation of quality management.
- f) Request States to report PERM NOTAM status in the following reporting templates.

For KPI #1 List PERM NOTAM issued before year 2021

NOTAM Number	Issued Date	Included/Cancelled/Reporting date

For KPI #2 List PERM NOTAM issued in year 2021

NOTAM Number	Issued Date	Included/Cancelled/Reporting date

- g) Encourage States and Aeronautical Information Service providers to further engage collaboratively by active participation in the MID AIM Forum to exchange information and best practices when needed to support the improvement of NOTAM quality and aeronautical information publications.