



*International Civil Aviation Organization*

**Ninth Meeting of the MIDANPIRG AIM Sub-Group (AIM SG/9)**

*(Virtual Meeting, 20 - 21 September 2022)*

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**Agenda Item 3: Global and Regional Developments**

**NOTAM IMPROVEMENTS**

*(Presented by AIM Forum go-team)*

**SUMMARY**

This paper outlines the issues that currently exist in the NOTAM system, the results of KPI set by the AIM Forum and suggested steps for improvement.

Action by the meeting is at paragraph 3.

**REFERENCES**

- AIM SG/8 & MIDAD TF/6 Report
- MIDANPIRG/19 Report
- ICAO State letter AN 2/2 – 22/51

**1. INTRODUCTION**

1.1 The meeting may wish to recall that in the MIDANPIRG/19 meeting held in Riyadh, Saudi Arabia, between 14-17 February 2022, NOTAM Issues/Proliferation were presented in WP/40 and IP/16 agreed and recalled MIDANPIRG/18 Conclusion 18/21 regarding NOTAM proliferation and needs for improvement.

1.2 Therefore, the ICAO MID had established a NOTAM Go-team, composed of ICAO MID, IATA, AACO and GCAA UAE, organised a series of regional webinars 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.

1.3 The Campaign acknowledged that the NOTAM issues must be considered as significant safety issue and need to receive special attention. It was acknowledged that NOTAM proliferation may result in significant information be hidden and missed in the pre-flight information bulletin, which would end in reduction of flight crews' situational awareness.

1.4 The ICAO MID had set up KPI mechanism for states to monitor old PERM NOTAM and reduce such old NOTAM by transferring to the appropriate publication or cancelling obsolete NOTAM.

– For KPI #1 PERM NOTAM issued prior to start of the year to be reduced by 30% by year end.

– For KPI #2 List PERM NOTAM issued valid for more than 6 AIRAC cycles or months.

## 2. DISCUSSION

### 2.1 KPI Monitoring

2.1.1 The Meeting was presented with the results of the established KPIs based on ICAO NOTAMeter data.

2.1.2 KPI #1 PERM NOTAM issued prior to start of the year to be reduced by 30% by year end.

Baseline Date	No. of PERM A NOTAM	Target Date	Reduction Target
01-Jan-2022	187	31-Dec-2022	30%

Evaluation Date	No. of baseline NOTAM still valid	Reduction
01-Apr-2022	118	37%
01-Jun-2022	79	58%
01-Sep-2022	57	70%

*Note: The progress in the reduction percentage for the mid region is good as it has exceeded the set target.*

2.1.3 For KPI #2 List PERM NOTAM issued valid for more than 6 AIRAC cycles or months.

International PERM NOTAM monitoring			Crossed Target	Within Target
Target to include in IAIP	6	AIRAC cycles/months	130	228
			36.31%	63.69%

*Note: The progress on this KPI is slow as a number of PERM NOTAM have crossed the target period for inclusion or cancellation.*

2.1.4 A summary of the long term PERM NOTAM existing in the MID region, is provided below:

States	NOTAM > 6 months
OI	69
OK	17
OS	17
OY	13
OJ	4
OB	3
OE	2
OO	2
HE	1
OL	1
HL	0
OM	0
OR	0
OT	0

States	NOTAM > 12 months
OS	17
OK	15
OI	13
OY	13
OB	3
OJ	1
OL	1
HE	0
HL	0
OE	0
OM	0
OO	0
OR	0
OT	0

## 2.2 QXXXX Monitoring

2.2.1 The Meeting was presented with the percentage of QXXXX NOTAM published during 2022 compared to the number of total NOTAM published during the same period. This was based on ICAO NOTAMeter data. States are encouraged to avoid or reduce the use of QXXXX Q-codes and issue NOTAM with the most appropriate Q-codes to help in efficient retrieval of NOTAM in the PIB.

States	QXXXX
OK	55.89%
OO	26.88%
OJ	19.74%
OT	15.83%
OY	10.94%
OB	7.09%
OM	3.65%
OS	1.65%
OE	0.58%
HE	0.32%
OI	0.15%
HL	0.00%
OL	0.00%
OR	0.00%

## 2.3 State letter AN 2/2 – 22/51 on the Subject: Global Campaign on NOTAM Improvement

2.3.1 The Meeting was reminded of the RECOMMENDATIONS OF THE GLOBAL CAMPAIGN ON NOTAM IMPROVEMENT that were included in the state letter.

- **Quality management and automation:**

a) once implemented as per Annex 15, 3.6.1, an aeronautical information service (AIS) quality management system (QMS) must be effective in identification and resolution of deficiencies of AIS products, including NOTAM. Verification and validation procedures shall be introduced to ensure the quality requirements of NOTAM are met;

b) systematic reviews (routine manual check or automatic checks by NOTAM systems) should be established to continuously monitor and identify NOTAM passing their validity; and

c) enhancement of NOTAM system (AIS database) would significantly improve monitoring of NOTAM and compliance with SARPs (validity, format, syntax, etc.).

- **Safety oversight:** States safety oversight system should include NOTAM reviews to ensure that NOTAM are issued in compliance with Annex 15 and Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM) (Doc 10066).

- **Training:** AIS and International NOTAM Office (NOF) personnel shall be appropriately trained on a continuous basis in accordance with the competencies and knowledge required to perform their functions.

- **Coordination with data originators:**

- a) mature, well-understood and mutually agreed formal arrangements with data originators (aerodromes, air navigation service providers, military, etc.) shall be established (Annex 15, 2.1.5);
- b) formal arrangements must be supported and signed by the management of the data originators;
- c) awareness campaigns and coordination meetings (e.g., annual or bi-annual) must be held regularly with data originators; and
- d) development of NOTAM origination guidance is recommended to enhance originators' awareness and knowledge.

- **Adherence to SARPs:**

- a) use of NOTAM shall be limited to information of short duration and temporary nature, as per Annex 15, 6.3.2.2. Proper coordination with the data originator is necessary to terminate NOTAM in due time;
- b) information of a lasting character must be published via amendments to the Aeronautical Information Publication (AIP) (Aeronautical information regulation and control (AIRAC), regular), particularly information that is operationally significant;
- c) information that shall be distributed under AIRAC, as described in Annex 15, 6.2.1, must not be published by NOTAM;
- d) NOTAM shall be limited to the type of information prescribed in Annex 15, 6.3.2.3;
- e) NOTAM shall not be issued for the situations prescribed in Annex 15, 6.3.2.4;
- f) issuing NOTAM for the following purposes must be avoided: protection from legal liability, political reasons, re-notification of information already published in the AIP (for emphasis), notification of information requiring AIRAC amendment, etc.;
- g) NOTAM text should easily be understandable by the users (e.g., pilots, air traffic control) by making use of standard terminology and abbreviations;
- h) information in the NOTAM should be self-contained and avoid referencing external information, e.g., AIP pages;
- i) AIP amendments should be published with sufficient frequency to ensure that NOTAM are not used to publish permanent (PERM) information;
- j) if a PERM NOTAM has been issued, it must be transferred to the appropriate publication without delay. Upon its publication, the NOTAM must be cancelled immediately on the AIP amendment publication/effective date (see Doc 8126, Part III, 6.3.7.2);
- k) any NOTAM with an estimated (EST) end time, must be cancelled or replaced before the date-time specified to avoid promulgating the NOTAM for an indefinite period (see Doc 8126, Part III, 6.3.7.3);
- l) AIRAC provisions must be adhered to when publishing operationally significant information;
- m) AIP supplement should not be considered as a replacement for NOTAM, as far as practicable. Intended use of AIP supplement as described in Annex 15 and Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM) (Doc 10066) must be taken into consideration; and
- n) repetitive NOTAM replacement is against its initial intent (short duration/temporary in nature). A NOTAM must be issued for a maximum of three months validity and be replaced only for one more term (additional three months), if needed (see Doc 10066, 6.1.4.6).

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the content of this working paper;
- b) call upon States to adhere to the State letter AN 2/2 – 22/51 recommendations contained at para. 2.3; and
- c) invite States requiring assistance to make their need known to the NOTAM go-team through the ICAO MID Regional office.

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