



*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 TEMPLATE ON INFORMATION RELATED TO RISKS  
TO CIVIL AVIATION OVER OR NEAR CONFLICT ZONES**

*(Presented by AIM Forum go-team)*

**SUMMARY**

This paper presents the meeting with the standard NOTAM text template to be used to share threats information emanated from conflict zones within State's airspace in response to the Safety Enhancement Initiatives (SEIs) and their respective actions endorsed by the Eighth meeting of the Regional Aviation Safety Group-Middle East (RASG-MID/8).

Action by the meeting is at paragraph 3.

**REFERENCES**

- Regional Aviation Safety Plan (MID-RASP) 2020-2022 Edition
- ICAO Doc 10084, Risk Assessment Manual on Civil Aircraft Operations Over or Near Conflict Zones
- ICAO Doc 10088 Manual on Civil-Military Cooperation in Air Traffic Management, First Edition, 2021
- ICAO Doc 10108 (Restricted), Aviation Security Global Risk Context Statement

**1. INTRODUCTION**

1.1 The Middle East Regional Aviation Safety Plan (MID-RASP) 2020-2022 Edition considers and supports the objectives and priorities of GASP 2020-2022 Edition. MID-RASP also emphasizes the importance of identifying and mitigating risks at MID region level. In addition, MIDRASP is to create a common focus on regional aviation safety issues as a continuation of the MID region work to improve aviation safety and to comply with ICAO standards and supports MID States and industry in implementing the GASP 2020-2022 Edition.

1.2 The Eighth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/8) was held in Cairo, Egypt, Virtual Meetings, 15-22 February 2021; reviewed and endorsed the MID-RASP 2020-2022 Edition including the SEIs list and their respective actions through RASG-MID Conclusion 8/3.

1.3 The MID Region Safety Strategy is included in MID-RASP 2020-2022 Edition as an Appendix and the MID-RASP identifies for each Goal, SEI(s), which are mapped to the Strategy including their respective actions. Therefore, to address organizational challenges/issues, regional operational risks, and emerging risks, 16 SEIs and 51 actions have been included in the MID-RASP.

1.4 Action 4 of the G2-SEI-06 related to the Impact of security on safety tasked the AIM SG to develop a standard NOTAM text template to be used to share threats information emanated from conflict zones within State's airspace to be presented for review to the SEIG/4 scheduled to held during period 23-25 Oct 2022, and further included in the MID-RASP 2023-2025 Edition.

1.5 In line with the above and to support the regional effort for exchange and promulgation of information regarding the nature and extent of threats arising from the conflict and its consequences for civil aviation, this working paper highlights States responsibilities to disseminate Conflict Zone Information and proposes a standard NOTAM text template to be used in such circumstances.

## 2. DISCUSSION

2.1 Civil and/or military conflicts may occur in any State at any time and pose risks to civil aviation. This is why it's important for States, aircraft operators, and other airspace users such as air navigation service providers (ANSPs), to work together to share the most up-to-date conflict zone risk-based information possible to assure the safety of civilian flights.

2.2 Per their responsibilities as signatories to the Convention on International Civil Aviation (Chicago Convention), ICAO Member States are obliged to promptly communicate potential risks to safe and secure civil aviation operations in their sovereign or delegated airspace, including those relating to conflict zones. They undertake these efforts through the Aviation Security Point of Contact (POC) Network or through regional contingency mechanisms.

2.3 Doc 10084, Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones, indicates that based on the information available, the State or States responsible for providing air traffic services (ATS) should identify the geographical area of the conflict zones, assess the hazards/threats or potential hazards/threats to international civil aircraft operations, and determine whether such operations in or through the area of conflict should be avoided or may be continued under specified conditions. An international NOTAM containing the necessary information, advice and safety measures to be taken should then be issued and subsequently updated in light of developments.

2.4 Moreover, Annex 15 states that A NOTAM shall be originated and issued concerning the conflict zones which affect air navigation (to include information that is as specific as possible regarding the nature and extent of threats of that conflict and its consequences for civil aviation).

2.5 The use of a NOTAM arises from the State's responsibility to provide aeronautical information about its sovereign and delegated airspace under Annex 15. Most States have dedicated entities responsible for issuing aeronautical information, usually by (national) ANSPs.

2.6 Conflict zones may result in varying degrees of impact on flight operations and for this reason multiple NOTAM may be required.

2.7 The following NOTAM template about conflict zone risk and instructions on airspace restrictions is presented to the meeting for review as a minimum publication.

Item Q – Qualifier: the following qualifiers should be mentioned in item Q:

Qualifier FIR: This Item should contain the ICAO location indicator of the FIR within which the flights may be impacted.

Qualifier NOTAM CODE: the “QAFXX” should be used for conflict zone information.

Qualifier TRAFFIC: the « IV » should be used as a traffic qualifier, indicating that both IFR and VFR traffic are impacted

Qualifier PURPOSE: the code NBO should be used:

N = NOTAM selected for the immediate attention of flight crew members. Due to their importance, these NOTAM require the immediate attention of flight crew members. Flight crew members may request specific delivery of such NOTAM or their inclusion in specific Pre-flight Information Bulletins.

B = NOTAM of operational significance selected for PIB entry. The NOTAM will appear in a Pre-flight Information Bulletin containing all NOTAM relevant to a general Pre-flight Information Bulletin query. NOTAM qualified B, BO, or NBO will appear in the Pre-flight Information Bulletin.

O = NOTAM concerning flight operations. The NOTAM will appear in a PIB containing all relevant NOTAM. NOTAM with qualifiers BO or NBO will appear in the PIB.

Qualifier SCOPE: Depending on the impacted area, one of the following codes should be used:

- A = if the testing event only impacts aerodrome(s) operations
- E = if the testing event only impacts en-route traffic
- AE = if the event only impacts both Aerodrome and En-route traffic

Qualifier LOWER/UPPER: Depending on the impacted area.

Qualifier GEOGRAPHICAL REFERENCE – Coordinates:

Item A – Location

The location indicators of FIR affected by the information should be entered in Item A

Item B – Start of Activity

A ten-digit date-time group giving the year, month, day, hour and minutes, at which the NOTAM comes into force, should be mentioned in Item B). Example: B) 2207011200 (1 July 2022, 12:00 UTC).

Item C – End of Validity

A ten-digit date-time group giving the year, month, day, hour and minute, at which the NOTAM ceases to be in force and becomes invalid, should be mentioned in Item C). This date and time should be later than that given in Item B).

Item E – NOTAM Text

SECURITY - HAZARDOUS SITUATION WI [State] / [name]FIR / AREA BOUND BY[coordinates/waypoints].

POTENTIAL RISK TO AVIATION FROM [REASON<sup>1</sup>].

FLIGHT OPERATIONS IN TO, OUT OF, WITHIN OR OVER THE DEFINED AREA ARE: RESTRICTED TO FLIGHTS AT OR ABOVE FLIGHT LEVEL [FL] WITH THE EXCEPTION<sup>2</sup> OF [ATS route designators] / PROHIBITED EXCEPT FOR [type of operations<sup>3</sup>]

2.8 Based on the above, the meeting may wish to agree on the following Draft Conclusion:

***DRAFTCONCLUSION 9/XX: NOTAM TEMPLATE TO DISSEMINATE INFORMATION RELATED TO RISKS TO CIVIL AVIATION OVER OR NEAR CONFLICT ZONES***

*That, the NOTAM template at Para.2.7 be used to disseminate information regarding the nature and extent of threats arising from the conflict and its consequences for civil aviation.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note and review the content of this working paper; and
- b) endorse the Draft Conclusion at Para. 2.8.

- END -

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<sup>1</sup> Reason e.g. anti-aviation weaponry, military operations and armed conflicts

<sup>2</sup> Exceptions only included where applicable

<sup>3</sup> Types of operations e.g. military, humanitarian etc