



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### First Meeting of the Africa-Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025

#### Agenda Item 4: Implementation of Safety and Air Navigation Goals, Target and Indicators, including Priorities Set in the Regional Aviation Safety and Air Navigation Plans

##### 4.7. Other Aviation Safety and Air Navigation Initiatives

#### Consideration of other aeronautical information products in PIB to avoid the proliferation of old and very old NOTAM.

*(Presented by Cameroon)*

SUMMARY	
<p>This working paper proposes the use of other aeronautical information products to limit the proliferation of old and very old NOTAM.</p> <p>In fact, one of the proposed solutions to curb the proliferation of old and very old NOTAM is the use of other and more appropriate aeronautical information products, including AIP supplements.</p> <p>However, Pre-flight Information Bulletin (PIB), defined as a presentation of current NOTAM information of operational significance, prepared prior to flight, does not often consider relevant information presented in other aeronautical information products.</p> <p>It is therefore suggested, as provided for in Annex 15, that important elements of other aeronautical information products be effectively taken into account during flight preparation.</p> <p>Actions by the Meeting are outlined in section 3</p>	
<b>REFERENCE(S)</b>	<ul style="list-style-type: none"> <li>- Annex 15: Aeronautical Information Services;</li> <li>- Doc 8126: Aeronautical Information Services Manual;</li> <li>- Doc 10066: Procedures for Air Navigation Services - Aeronautical Information Management (PANS-AIM)</li> </ul>
<i>Strategic Objectives</i>	A - Aviation Safety and B - Air Navigation Capacity and Efficiency

## **1 INTRODUCTION**

- 1.1 The goal of the NOTAM is to inform in short notice, any personnel involved in flight operations, about the establishment, condition or change in any aeronautical facility, service, procedure or hazard.
- 1.2 However, excessive NOTAM in the system, especially old ones (from three months to one year) or very old (more than one year) can jeopardise flight safety.
- 1.3 NOTAM that are critical for operational safety can thus be drowned in long and cluttered pre-flight information files filled with old and administrative NOTAMs.
- 1.4 A workshop aimed at raising the awareness of stakeholders on the quality of NOTAM and the issue of old and very old NOTAM was organised by ICAO in June 2021, and resulted in proposed actions to address the issue.

## **2. DISCUSSION**

- 2.1. Reduction of old and very old NOTAM.
  - 2.1.1. One of the strategies proposed to reduce the proliferation of old and very old NOTAM is the use of aeronautical information products other than NOTAM and the integration of information published in the AIP.
  - 2.1.2. It is critical to integrate the orientation diagram on the choice of appropriate product (AIP, SUPP AIP, AIC, NOTAM...) in publication procedures to ensure that each information is published in the adequate aeronautical information product.
  - 2.1.3. This prevents the systematic use of NOTAM instead of more adequate aeronautical information products, hence limiting the proliferation of old and very old NOTAM.
  - 2.1.4. Information that has an operational impact outside of the NOTAM can be published according to the AIRAC system (AIRAC AIP Amendment, AIRAC AIP Supplement), in order to allow the information to be known in advance and taken into account by users before it comes into force.
- 2.2. Pre-flight information service
  - 2.2.1. Annex 15 stipulates that aeronautical information provided for pre-flight planning purposes shall include information of operational significance from the elements of aeronautical information products.
  - 2.2.2. When producing PIB, AIM agents and automated PIB production systems rely primarily on current NOTAMs. Relevant information from other types of products is generally not taken into account.
  - 2.2.3. It would therefore be important to raise awareness among AIS providers so that they ensure they take into account the relevant information contained in other types of aeronautical information products when preparing flights.
  - 2.2.4. Taking into account all types of aeronautical information products during flight preparation will allow for the use of appropriate aeronautical information products when publishing aeronautical information, and will prevent the proliferation of old and very old NOTAMs.

### **3 ACTION BY THE MEETING**

#### **3.1 The meeting is invited to:**

- a) Encourage aeronautical information services providers to integrate the orientation diagram on the choice of the appropriate product into their aeronautical information publication procedures, to ensure that each information is published in the adequate aeronautical information product;
- b) encourage aeronautical information services providers to develop products and systems that take into account relevant information from aeronautical information products other than NOTAMs when preparing flights;
- c) encourage States to ensure the effective implementation of these provisions by aeronautical information services providers, through the strengthening of safety oversight activities conducted by the Civil Aviation Authority.