



ICAO

International Civil Aviation Organization

Fifteenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/15)

Video Teleconference, 01 – 05 June 2020

Agenda Item 4: Review of Air Navigation Deficiencies in the AIS Field

ICAO ACTIVITIES RELATED TO NOTAM PROLIFERATION

(Presented by the Secretariat)

SUMMARY

This paper presents further information on NOTAM proliferation, and on ICAO Global and Regional activities to eliminate the unnecessary proliferation of NOTAMs.

1. INTRODUCTION

1.1 WP/7 and IP/6 to this meeting provide analyses of NOTAM proliferation in the Asia/Pacific Region, in relation to long term NOTAMs which contains both permanent (PERM) NOTAMs and NOTAMs of long duration.

1.2 This paper discusses ICAO Global and Regional activities targeting NOTAM practices that are not in compliance with provisions of Annex 15 *Aeronautical Information Services* and ICAO Doc 10066 *Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM)* relating to NOTAM management.

2. DISCUSSION

Annex 15 and PANS-AIM Provisions

2.1 Annex 15 states:

5.2.6 NOTAM

Note. — Detailed specifications for NOTAM, including formats for SNOWTAM and ASHTAM, are contained in the PANS-AIM (Doc 10066).

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2.2 Referring to the duration of NOTAMs, PANS-AIM States:

6.1.4 Specifications for NOTAM

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6.1.4.4 Within three months from the issuing of a permanent NOTAM, the information contained in the NOTAM shall be included in the aeronautical information products affected.

6.1.4.5 Within three months from the issuing of a temporary NOTAM of long duration, the information contained in the NOTAM shall be included in the AIP Supplement.

6.1.4.6 When a NOTAM with estimated end of validity unexpectedly exceeds the three-month period, a replacement NOTAM shall be issued, unless the condition is expected to last for a further period of more than three months; in this case, an AIP Supplement shall be issued.

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WP/7 to this meeting provides a detailed APAC Regional analysis of NOTAMs valid for longer than three months.

ICAO Global Campaign on NOTAM Improvement (NOTAM2021)

2.3 The Global Campaign on NOTAM Improvement (NOTAM2021) was launched on 08 April 2021. Phase 1 of the campaign is focused on the elimination of old NOTAMs (i.e. NOTAMs that have been valid for more than 3 months).

2.4 The schedule of webinars to be conducted under Phase 1 of the Campaign is as follows:

Kick-off webinar: 08 April 2021

Progress webinars: 16 June 2021
31 Aug 2021
28 Oct 2021
15 Dec 2021

2.5 Further details are available on the ICAO Global Campaign on NOTAM Improvement website ([LINK](#)). Also included in the website is the NOTAMETER, which provides a facility for ANSPs, Regulators and other stakeholders, ICAO and ICAO regional technical bodies to analyze the age of NOTAMs issued by States.

2.6 The NOTAM2021 information flyer is provided in **Attachment A**.

AAITF Discussion of NOTAM Proliferation

2.7 The matter of NOTAM proliferation was discussed at AAITF/13 (June 2018), where an example of a Pre-flight Information Bulletin for a flight from Ho Chi Minh City/Tan Son Nhat International Airport to London/Gatwick consisted of 100 pages including more than 700 NOTAMs including many of permanent validity that had been current for several years. AAITF drafted the following Conclusion, agreed by ATM/SG/6 (August 2018):

Conclusion ATM/SG/6-14: Management of NOTAMs

That, States are urged to take immediate action to reduce the large numbers of permanent, long duration NOTAMs by:

- 1. conducting a full review of all NOTAMs issued by the State;*
- 2. expediting the transfer of valid permanent NOTAM information into AIP;*
- 3. expediting the transfer of valid temporary NOTAM information of long duration into AIP SUP; and*
- 4. cancelling the NOTAMs accordingly.*

2.8 ATM/SG/6 was informed that AAITF would undertake periodic sampling of NOTAMs, with a view to direct engagement with States responsible for permanent, long duration NOTAMs and subsequent reporting to APANPIRG through the Air Navigation Deficiencies List.

2.9 The matter was further discussed at AAITF/14 (May 2019), when the Secretariat reminded the meeting that unreasonably large PIBs were examples of provision of aeronautical information that, due to its scale, was meaningless to pilots, and that it was entirely unreasonable for an AIS with any professional understanding of aviation to place such a burden on the human end user of the information. AAITF/14 was again informed that the inappropriate use of NOTAMs would be the subject of APANPIRG Air Navigation Deficiencies wherever appropriate.

ICAO Regional Office Planned Analysis and Action

2.10 Annex 15 section 6.2 identifies information which shall be distributed in the Aeronautical Information Publication (AIP) under the Aeronautical Information Regulation and Control (AIRAC) system. There are frequent cases of such information being incorrectly promulgated by NOTAM, contributing not only to NOTAM proliferation but also to safety risks due to its not being correctly processed under AIRAC.

2.11 In addition to its analysis of ‘old’ NOTAMs, the ICAO Regional Office also plans to conduct analyses, resources permitting, of NOTAMs that are issued in non-compliance with Annex 15 section 6.2.

‘Bad’ NOTAMs promulgating information that Annex 15 Standards require to be promulgated by AIP Amendment under AIRAC;

Unnecessary NOTAMs promulgating information that should not be promulgated in operational information (i.e. administrative or other non-operational matters); and

‘Recycled’ NOTAMs of three months’ duration that are replaced more than once by another identical NOTAM of three months’ further duration to ‘work around’ PANS-AIM 6.1.4 provisions.

2.12 Annex 15 section 6.2 identifies information which shall be distributed in the Aeronautical Information Publication (AIP) under the Aeronautical Information Regulation and Control (AIRAC) system. There are frequent cases of such information being incorrectly promulgated by NOTAM, contributing not only to NOTAM proliferation but also to safety risks due to its not being correctly processed under AIRAC. In addition to its analysis of long term NOTAMs, the ICAO Regional Office also plans to conduct in 2021 an analysis of NOTAMs that are issued in non-compliance with Annex 15 section 6.2, with associated follow-up through ATM/SG and APANPIRG.

2.13 The meeting is invited to note that APANPIRG Air Navigation Deficiencies may be proposed by the ICAO Regional Office where necessary to highlight ongoing non-compliance with the relevant provisions of Annex 15 and PANS. The meeting should also note that AIS/AIM matters have been accorded high priority by the Asia/Pacific Ministerial Conference on Civil Aviation.

3. ACTION BY THE MEETING

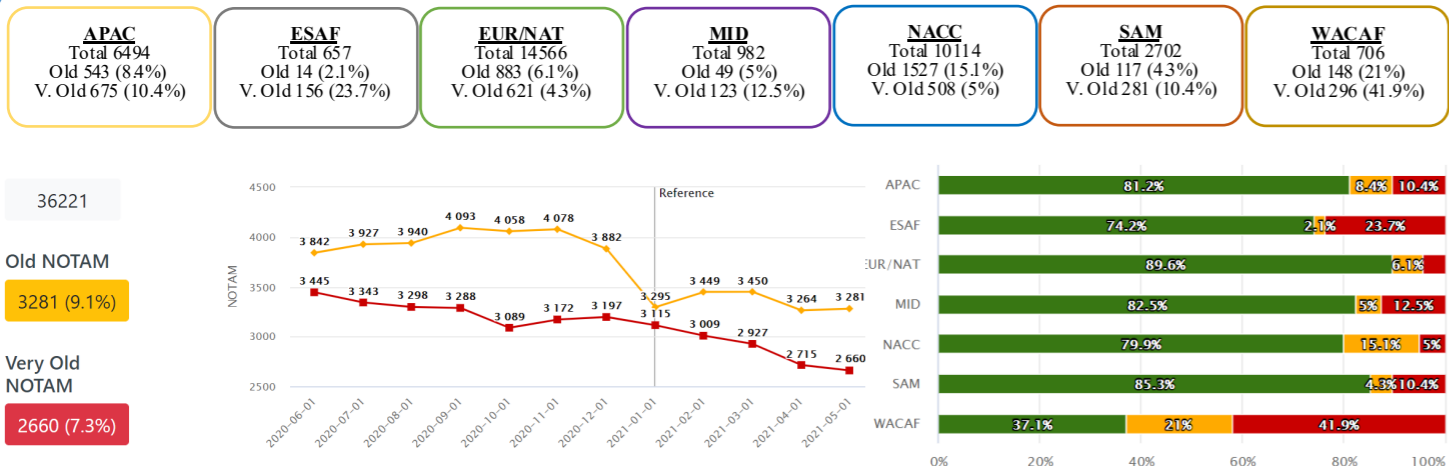
- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate.

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INTRODUCTION

- The number of NOTAM issued globally in a year has grown from 250 000 in 2000, to 1.7 million in 2020 and on any given day, there are some 35 000 active NOTAM circulating in the global air transport system.
- ◆ Operational safety critical NOTAM are “hidden in plain sight” in pre-flight briefing packages that are cluttered with old and administrative NOTAM.
- ◆ On average around 20% of the NOTAM in pre-flight briefing packages exceed the 3 month validity period.

TRENDS



May 2021 snapshot

<https://www.icao.int/airnavigation/information-management/Pages/NOTAMeter.aspx>

ICAO PROVISIONS

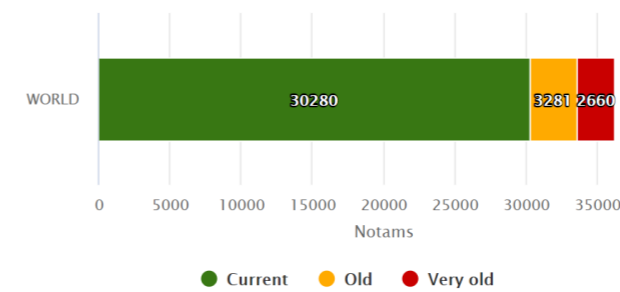
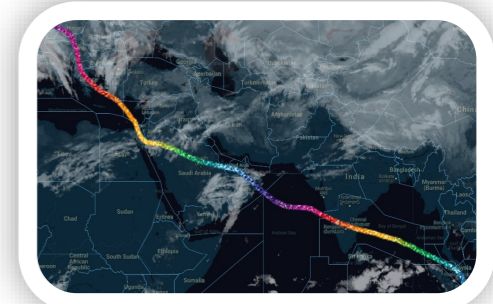
ICAO SARPs require:

- ◆ NOTAM should never be active for more than three months, and never be replaced more than once.
- ◆ Temporary changes of long duration (more than 3 months) shall be published as AIP Supplement.
- ◆ NOTAM temporary changes of long duration shall be moved to AIP SUP within 3 months.
- ◆ EST NOTAM that unexpectedly exceed the 3 month period may be extended for a further period not exceeding 3 months; however, if the expected extension goes beyond 3 months, an AIP SUP shall be issued.
- ◆ PERM NOTAM shall be moved into appropriate aeronautical information products within 3 months of issuing.



NOTAM PROBLEM

- ◆ It is not uncommon for a briefing package of a long-haul international flight to contain more than 100 pages, or 1 500 NOTAM.
- ◆ Findings have shown that around twenty percent of these will be old NOTAM, exceeding their three-month applicability period.
- ◆ Some EST NOTAM are being replaced multiple times which is in clear violation of the rules set forth.
- ◆ NOTAM are used to promulgate information that should have been issued via AIP Supplement or AIC.



CAUTION



- ◆ Safety critical NOTAM are being hidden by too much clutter.
- ◆ NOTAM should never be active for more than three months.

NOTAM IMPROVEMENT

- ◆ ICAO launched a new **Global Campaign on NOTAM Improvement (NOTAM2021)** by kicking off Phase 1 on old NOTAM with its first webinar on 8 April 2021. The objective is to reduce the number of old NOTAM still in circulation. The first webinar presentations and recording are available on:
- ◆ Four (4) progress webinars are also scheduled on **16 June, 31 August, 28 October and 15 December 2021**. Registration links for the progress webinars as well as other information regarding the campaign, including the **NOTAMeter** tool are provided on the ICAO NOTAM website:

<https://www.icao.int/NOTAM2021>

<https://www.icao.int/airnavigation/information-management/Pages/GlobalNOTAMcampaign.aspx>

A CALL TO ACTION

- ⇒ Conduct regular critical reviews of NOTAM to ensure **adherence to applicable ICAO SARPs**.
- ⇒ Ensure all NOTAM convey up-to-date, operationally significant and safety critical information.
- ⇒ Implement **quality management processes** throughout the aeronautical information value chain.
- ⇒ Work closely with originators of NOTAM.
- ⇒ Take action to **cancel, replace** and/or **publish** old NOTAM in **AIP, AIP Supplement** as applicable.
- ⇒ Actively **participate** in the **NOTAM2021 campaign events** and **provide feedback** (plans, actions taken, experiences and challenges, lessons learned) back to the community.