



ICAO

*International Civil Aviation Organization*

**Seventeenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/17)**

Video Teleconference, 20 – 24 June 2022

---

## **Agenda Item 5: AIS-AIM Updates**

### **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/5 and IP/5 to this meeting provide analyses of NOTAM proliferation in the Asia/Pacific Region in relation to long term NOTAMs, including 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).*

...

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

#### **6.1.4 Specifications for NOTAM**

...

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.

...

2.3 WP/5 to this meeting provides a detailed APAC Regional analysis of NOTAMs valid for longer than three months.

#### ICAO Global Campaign on NOTAM Improvement (NOTAM2021)

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

2.5 The schedule of webinars conducted under Phase 1 of the Campaign was as follows:

Kick-off webinar: 08 April 2021

Progress webinar: 16 June 2021

Wrap-up webinar: 28 Oct 2021

2.6 Further information is available on the ICAO Global Campaign on NOTAM Improvement website ([LINK](#)). Also included in the website is a link to 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.

2.7 Recordings of the Phase 1 webinars may be accessed on the NOTAM2021 Webinars web-page ([LINK](#)).

#### AAITF Discussion of NOTAM Proliferation

2.8 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.*

2.9 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.

2.10 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**

2.11 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.

2.12 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.

2.13 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.

2.14 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.

.....