



ICAO

International Civil Aviation Organization

Eighteenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/18)

Bangkok, Thailand, 19 – 23 June 2023

Agenda Item 4: AIS-AIM Updates

AIRLINE FEEDBACK ON NOTAMs

(Presented by IATA)

SUMMARY

This paper presents airline feedback received regarding NOTAM quality both in APAC and global examples and identifies issue areas for addressing.

1. INTRODUCTION

1.1 Each year for AAITF meeting IATA seeks feedback from airlines on issues and improvements identified with AIS quality in the region and collates into this summary paper. It includes ongoing long-term issues that are taking longer to fully rectify.

1.2 This paper does not seek to specifically name any State for apportioning blame. History has shown that many issues are quickly resolved once identified and discussed in and outside of this forum.

2. DISCUSSION

PERM and EST NOTAMs

2.1 ICAO's Aeronautical Information Services Manual (doc8126) para 6.3.7.2 includes: *...PERM is solely for NOTAM information that will be incorporated in the AIP, and must be entered in the AIP as soon as possible, but not later than within three months.*

2.2 ICAO-driven efforts in recent years to have States review and maintain vigilance on 'old' NOTAMs including PERM and EST NOTAMs has seen a reduction in these products, however there are still many existing ones that that may cause relevant NOTAMs to be overlooked.

2.3 Despite the ICAO campaign, globally the practice to issue NOTAMR repeatedly continues, although airline feedback is that the APAC region has improved for the use of NOTAMR. Notwithstanding that, as an example, recently a NOTAM advising of laser attacks was renewed for an extended period. As this has been a long-term issue at the particular airport, without immediate chance of resolution, it was ideal opportunity to move to a permanent entry in AIP and cancel the NOTAM.

2.4 Also, ICAO's Aeronautical Information Services Manual (doc8126) para 6.3.7.3 includes: *... Any NOTAM using EST must be cancelled or replaced before the date-time specified in Item C). Failure to cancel or replace a NOTAM using EST implies that the NOTAM will continue to be promulgated for an indefinite period of time. Abbreviations such as UFN must not be used.*

2.5 Globally, we continue to see NOTAMs with ‘EST’ information mismanaged in item C), specifically where the NOTAM exceeds the date stated. In many cases, the content is no longer valid and end users continue to incorrectly apply the restriction for operational planning.

2.6 The number of long-term COVID NOTAMs has also been reduced however several still exist somewhat unnecessarily.

NOTAM Selection Criteria (NOTAM codes (Qcode) and qualifiers)

2.7 Inconsistency in use of NOTAM Selection Criteria globally by originators and lack of quality control by AIS office greatly reduces the use of automation within NOTAM Manager applications to handle and distribution of NOTAM. therefore, can no longer rely solely on NOTAM code to process. Users need to:

2.7.1 Invest in additional technology to manage keywords, recognize phrases, recognize letters and numbers combination etc.;

2.7.2 Applications need to evolve, financial investment with new features to handle bad originator and/or AIS practices; and,

2.7.3 Manual processing by dedicated staff leads to unnecessary increase workloads by industry users, AIS offices, Airspace Users, and data-houses.

2.8 The NOTAM Code or QCode used must match content of item E) as closely as possible. A single NOTAM should not normally include two or more subjects of change or advice, particularly if the change elements are as equally important. Instead, there should be two or more NOTAMs with the individual elements with their relevant Q-Code.

2.9 If a second subject is included as being considered related and minor, or as a consequence of a first element with greater magnitude or impact, it should be communicated using the most limiting Q-Code.

2.10 The use of “XX” as the 4th and 5th letter is commonly practiced despite a relevant code being available. This practice is done by AIS offices globally. The consequence is that it impacts automation in NOTAM applications, results in NOTAMs not reaching their intended users, manual correction required by users, and time spent contacting AIS offices for corrective action which sometimes elicits no response.

2.11 The following is an example for a NOTAM released for an Instrument Approach procedure not available. The code was corrected after several days once the AIS office was notified.

Original NOTAM:

E----/23 NOTAMN

Q) ---- /QXXXX/IV/NBO/A/000/999/----N----24E005

Revised NOTAM:

E----/23 NOTAMN

Q) ----/QPPIAU/IV/NBO/A/000/999/----N---24E005

2.12 The following shows the same NOTAM information published with different codes by the same service provider (FA=Aerodrome, LT=Limited to).

A----/23 NOTAMN

Q) ----/QFALT/IV/NBO/A/000/999/---N---12E---

A) ---
B) 2304130930 C) 2304130940
E) DEP/ARR ACFT MAY BE DLA DUE TO VIP MOV.

A----/23 NOTAMN
Q) ----/QFAXX/IV/BO/A/000/999/----N----12E---
A) ----
B) 2304140540 C) 2304140550
E) DEP/ARR ACFT MAY BE DLA DUE TO VIP MOV.

2.13 In the following example it would have been more appropriate to use NOTAM code PMCH, where PM=Aerodrome Operating Minima and CH=Change.

A----/23 NOTAMN
Q) ----/QFAXX/IV/NBO/A/000/999/----N----E005
A) ----
B) 2302210000 C) 2303222359
E) REF ----- AIP ----- AD-2-61 01 JULY 2022 RNP Z -----
RVR(M) ALS 1100 REPLACED AS VIS(M) ALS 1100, AND RVR(M) NO ALS 2000
REPLACED AS VIS(M) NO ALS 2000.

2.14 NOTAM code changes are being applied to NOTAMR. Some changes are correcting the original NOTAM code typically being wrongly applied, other times it's the reverse, see below examples (FA=Aerodrome, HW=WiP, MR=Runway).

A----/23 NOTAMN
Q) ----/QFAHW/IV/BO/A/000/999/----N---10E005
A) ----
B) 2303311300 C) 2304122359
E) NEW CONSTRUCTION AREA USING CRANE. POSITION OF THE CRANE IS
3937 FT WEST OF THE RWY 09 THRESHOLD AND 548 FT SOUTH OF RWY
09/27 AXE.

A----/23 NOTAMR A----/23
Q) ----/QMRXX/IV/BO/A/000/999/----N----09E005
A) ----
B) 2304030537 C) 2305312359
E) NEW CONSTRUCTION AREA USING CRANE. POSITION OF THE CRANE IS
3937FT WEST OF THE RWY09 THRESHOLD AND 548FT SOUTH OF RWY09/27
AXE.

2.15 NOTAM changed from STXX to STAO (Aerodrome control tower Operational) after notifying AIS office; positive action taken.

A----/23 NOTAMR A----/22
Q) ----/QSTXX/IV/NBO/A/000/999/----N----24E005
A) ----
B) 2301051000 C) 2303142359EST
E) TWR FREQ ---- MHZ WILL BE USED AS TWR MAIN FREQ ---- MHZ
NOW ON THE AIR AND WILL BE USED AS TWR SRY FREQ

A----/23 NOTAMR A0----/22
Q) ----/QSTAO/IV/NBO/AE/000/999/----N----24E005

- A) ----
- B) 2301051000 C) 2303142359 EST
- E) TWR FREQ ---- MHZ WILL BE USED AS TWR MAIN FREQ ---- MHZ
NOW ON THE AIR AND WILL BE USED AS TWR SRY FREQ

Item E) Content and standard text

2.16 With inconsistencies in use of NOTAM Codes, using standard textual phrases is beneficial to compensate against incorrect use of NOTAM codes and allow NOTAM applications to handle and process NOTAM efficiently.

2.17 The following provide examples of inconsistent text to describe the same service nothing that ICAO doc 8400: Rescue and Fire Fighting Services = RFFS (abbreviation):

- A----/23 NOTAMN
- Q) ----/QFFCG/IV/NBO/A/000/999/----S----W005
- A) ----
- B) 2302201400 C) 2302202300
- E) **RFFS DEGRADATED** TO CAT 8

- A----/23 NOTAMR A0275/22
- Q) ----/QFFXX/IV/NBO/A/000/999/----N----E005
- A) ----
- B) 2302150001 C) 2305142359EST
- E) **A/P (ARFF) DOWN GRADE** TO CAT-7 DUE TO ARFF VEHICLE NO-3
TEMPORARY SUSPENDED

- /23 NOTAMN
- Q) ----/QFFCH/IV/NBO/A/000/999/----N----E005
- A) ----
- B) 2302180600 C) 2302181430
- E) **AD FIRE AND RESCUE CAT UPGRADED** TO 9. CAT-7 DUE TO ARFF
VEHICLE NO-3
TEMPORARY SUSPENDED

- F1549/23 NOTAMN
- Q)----/QFFCH/IV/NBO/A/000/999/----S----E005
- A) ----
- B) 2305012015 C) 2306011345
- D) DAILY 2015-1345
- E) **FIRE AND RESCUE CHANGED TO** CAT 9

- A1146/23 NOTAMN
- Q)----/QFFCH/IV/NBO/A/000/999/----N----E005
- A) ----
- B) 2305011500 C) 2305021500
- E) **RESCUE AND FIRE FIGHTING CHANGED TO** CAT 8

2.18 Runway identifiers should be included to ensure no confusion, rather than summary descriptors as follows:

- A----/23 NOTAMN
- Q) ----/QMRLC/IV/NBO/A/000/999/2219N11355E005

A) ----
B) 2304261715 C) 2304262314
E) DUE WIP, AIP SUP --/22 IS TEMPO SUSPENDED.RWY AVBL AS FLW:
NORTH RWY (RWY 07L/25R) AVBL
SOUTH RWY CLSD

2.19 In the following example, NOTAM E0950/23 only refers to AIP page numbers while the relevant instrument approach names were omitted. If issued in flight it adds time for pilots to locate the information. In this case the airline raised a query and NOTAM E0974/23 was issued but now with the references removed.

E0950/23 NOTAMN	E0974/23 NOTAMN
Q)XXXX/QPIAU/I/NBO/A/000/999/----N----	Q)XXXX/QPIAU/IV/NBO/A/000/999/----N----
E005	-E005
A) XXXX	A) XXXX
B) 2304191600 C) 2307201529	B) 2304210327 C) 2310211559
E) AIP AD2.24 XXXX-20J,XXXX-20L NOT	E) FLW APPROACH PROCEDURES U/S:
AVBL.	1.RNAV ILS/DME Y RWY35L
	2.RNAV CAT II ILS/DME Y RWY35L
	3.RNP Y RWY35L

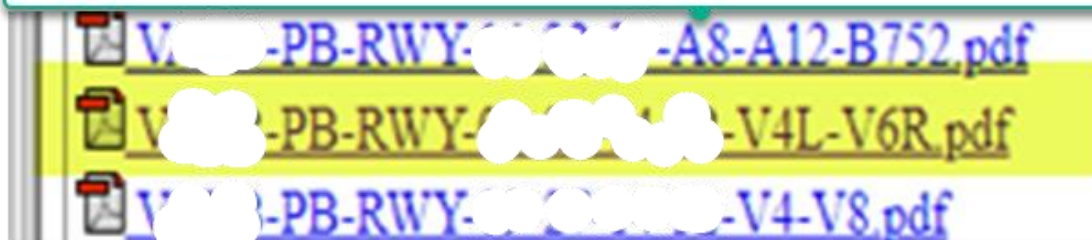
2.20 Thorough and clear information could have been included in the example NOTAM below:

B0954/23 NOTAMR B4258/22
Q)XXXX/QPIAU/I/NBO/A/000/999/----N----E005
A) XXXX
B) 2303230837 C) 2306230800EST
E) IAP ILS OR LOC RWY 06 SUSPENDED DUE ILS CAT I RWY 06 U/S.
REF AIP XXXX AD 2-131.

2.21 The AIP reference for a specific chart included in Item E is often still difficult to identify on the AIS website due to the differing and non-standard file-name conventions to suit the structure of individual websites. In the following example, the chart is identified by Airport ICAO code / Chart Type / RWY & Stand, however the AIP page number is cited as 1-517 as reference in the NOTAM.

A----9/23 NOTAMN
Q) --- /QMPXX/IV/NBO/A/000/999/----N----E005
A) ---
B) 2303031130 C) PERM
E) WHEN TUG RELEASE POINT T11A IS IN USE BY CODE D OR E ACFT,
ACFT MOV FM STAND V6R IS RESTRICTED.
AMD EAIP AD2 ---- 1-517, ACFT PUSHBACK PROC CHART.

The identification of AIP page on eAIP cannot be determined by page number identified in NOTAM, instead search by stand



2.22 Promulgation of a new movement or manoeuvring area should be by inclusion of all details in an AIP SUP or AIP change and a related trigger NOTAM. In the rare case that promulgation needs to be done by NOTAM, all details should be included. In the following example there was no advice of the location, and the data-house could not map it as an updated aerodrome diagram chart wasn't available. There are also operational implications for airlines in using the word 'Trial'.

A----/23 NOTAMN
Q)----/QMXXX/IV/NBO/A/000/999/----N----E005
A) ----
B) 2301261231 C) 2304252359
E) TWY 'G' IS OPR ON TRIAL BASIS.
PHYSICAL CHARACTERISTICS:
DESIGNATION: G
WID: 15M
SFC: CONCRETE
PCN: 32/R/C/W/T
SUITABLE FOR CODE LETTER C TYP ACFT. APN TWY WO SIGNAGE.

2.23 It helps to list aircraft type fully by their models in NOTAM and AIP when relevant due the significant variations in physical dimensions within a type range. Many AIS products only state aircraft fleet type in generic terms (eg: B747 or B747 models / variants). This can have consequences for accessing taxiways and parking stands if limitations are exceed by some models.

NOTAM distribution

2.24 Globally, NOTAMs not being delivered to users remains a concern. There are many instances of late receipt of NOTAMs after start time has commenced. This issue is not limited to any particular type of NOTAM, instead all permutations are included (NOTAMN, NOTAMR, NOTAMC). Without the notifications, invalid NOTAMs may remain active in users NOTAM Manager applications until a NOTAM checklist is received.

2.25 Between 01JAN23 to 01MAY23 one major airline reports the following NOTAMs received after start time:

- 480 NOTAM received 60mins or later,
- 272 NOTAM received 120 mins or later.

2.26 It has been suggested that there be multiple NOTAM distribution nodes throughout the world, so as not to be dependent upon one or two agencies for data distribution. It has also been suggested that AIS related emergency information be made available via a shared platform, where authorities or airlines can deliver important and urgent information, so that it can be shared directly and without a delay of publishing and distributing NOTAMs. This solution is indicative of a SWIM environment.

2.27 Crane and obstacle NOTAMs are sometimes published with little notice for multiple legitimate reasons, however it is requested where possible to do so, to publish the notification as early as possible (and at least a few days in advance) so that airlines can have time to generate and revise the take-off performance data.

2.28 Crane and obstacle information published should also include graphics to aid fast and simple identification of the hazard (same as the request for graphics for better description of notified rocket launches).

Monthly NOTAM Checklist

2.29 ICAO’s Aeronautical-Information-Management (doc10066) para 5.2.1.4.4 states: *A checklist of valid AIP Supplements shall be issued at intervals of not more than one month as part of the checklist of NOTAM required by 5.2.5.3 and with distribution as for the AIP Supplements.* 64% of States in APAC region are now compliant with this and we encourage remaining States to adopt the recommendation as soon as possible.

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.

.....