International Civil Aviation Organization

Twentieth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/20)

Chitose, Japan, 9 – 13 June 2025

Agenda Item 4: AIS-AIM Updates

AIRLINE FEEDBACK ON NOTAMs

(Presented by IATA)

SUMMARY

This paper presents airline feedback received regarding NOTAM quality for both 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 NOTAM quality in the region and collates into this summary paper. It includes ongoing long-term issues that have been reported at prior meetings and that are taking longer to fully rectify.

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

2. DISCUSSION

Old NOTAMs

2.1 This is repeated from previous years. It is still observed that some States have not moved PERM NOTAMs into suitable aeronautical products, i.e., AIP. These additional NOTAMs cause pilot briefing material to be overloaded with NOTAMs creating risk of pilots and other operational airline staff missing vital information.

2.2 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*.

2.3 Some States continue to retain same information in NOTAMs that have been valid for a long period of time. While the NOTAM itself may be published with a shorter validity (e.g.: 3 months), it is often replaced with another NOTAM with identical text (effectively the same NOTAM with a new NOTAM reference number).

2.4 If states foresee that a NOTAM would be valid for a longer period, it is more appropriate to publish the information via AIP Supplement and/or AIP amendment.

2.5 In the following example the earlier NOTAM A0959/23 was valid for 3 months. When it expired, it was replaced by NOTAM A1241/23, with exactly the same content, valid for another 3 months. In fact, the same NOTAM content has been published multiple times until November 2024, NOTAM A1533/24.

2.6 There was eventually some amendment to the NOTAM content (new additional obstacles) in the subsequent NOTAM A2144/24.

A0959/23 NOTAMN
Q) xxxx/QOBXX/IV/NBO/A /000/999/xxxxNxxxxxE005
A) xxxx B) 2309260000 C) 2311292359
E) MULTIPLE MARINE AND LAND OBST PROJECTED ALONG
RWY 07L EXTD CL PSN:
1) 793M FM DER AT 55 FT AMSL
2) 1902M FM DER AT 114 FT AMSL
3) 1952M FM DER AT 167 FT AMSL
4) 2727M FM DER AT 170 FT AMSL
RWY 25R EXTD CL PSN:
1) 1943M FM DER AT 170 FT AMSL
RWY 07R EXTD CL PSN:
1) 310M FM DER AT 46 FT AMSL
RWY 25L EXTD CL PSN:
321M FM DER AT 47 FT AMSL

A1241/23 NOTAMN
Q)xxxx/QOBXX///A/0/999/xxxxNxxxxxE005
A)xxxx
B) 2311300817 C) 2402282359
E) MULTIPLE MARINE AND LAND OBST PROJECTED ALONG
RWY 07L EXTD CL PSN:
1) 793M FM DER AT 55FT AMSL
2) 1902M FM DER AT 114FT AMSL
3) 1952M FM DER AT 167FT AMSL
4) 2727M FM DER AT 170FT AMSL
RWY 25R EXTD CL PSN:
1) 1943M FM DER AT 170FT AMSL
RWY 07R EXTD CL PSN:
1) 310M FM DER AT 46FT AMSL
RWY 25L EXTD CL PSN:
1) 321M FM DER AT 47FT AMSL

A1533/24 NOTAMN
Q)xxxx/QOBCE/IV/NBO/A/000/999/xxxxNxxxxxE005
A) xxxx
B) 2408300408 C) 2411282359
E) MULTIPLE MARINE AND LAND OBST PROJECTED ALONG RWY 07L EXTD CL PSN:
1) 793M FM DER AT 55 FT AMSL
2) 1902M FM DER AT 114 FT AMSL
3) 1952M FM DER AT 167 FT AMSL
4) 2727M FM DER AT 170 FT AMSL
RWY 25R EXTD CL PSN:
1) 1943M FM DER AT 170 FT AMSL

RWY 07R EXTD CL PSN:
1) 310M FM DER AT 46 FT AMSL
RWY 25L EXTD CL PSN:
1) 321M FM DER AT 47 FT AMSL

A2144/24 NOTAMN
Q)xxxx/QOBCE/IV/M/A/000/999/xxxxNxxxxxE005
A) xxxx
B) 2411282359 C) 2502272359
E) MULTIPLE MARINE AND LAND OBST PROJECTED ALONG RWY 07L EXTD CL PSN:
1) 793M FM DER AT 55 FT AMSL
2) 1902M FM DER AT 114 FT AMSL
3) 1952M FM DER AT 167 FT AMSL
4) 2727M FM DER AT 170 FT AMSL
RWY 25R EXTD CL PSN:
1) 1535M FM DER AT 90 FT AMSL
2) 1943M FM DER AT 170 FT AMSL
RWY 07R EXTD CL PSN:
1) 308M FM DER AT 39 FT AMSL
2) 310M FM DER AT 46 FT AMSL
RWY 25L EXTD CL PSN:
1) 319M FM DER AT 40 FT AMSL
2) 321M FM DER AT 47 FT AMSL

2.7 While the use of NOTAM is understandable for something with a validity of 3 months, these obstacles were around (with no changes) for longer than a year, possibly more as these obstacles were published in NOTAMs even prior to A0959/23.

2.8 Below is another example, coincidentally NOTAMs regarding temporary obstacles too. Earliest identified was NOTAM B5086/23 however suspected that earlier NOTAMs possibly existed. Latest NOTAM is B1710/25. While the obstacle reference number may be different, the coordinates and elevation make it clear that the NOTAMs are referring to the same obstacle.

B0586/23 NOTAMN
Q)xxxx/QOBCE/IV/M/A/000/999/xxxxNxxxxxE005
A) xxxx
B) 2302180000 C) 2305182359
E) OBST (TOWER CRANE) ERECTED WITH THE FLW DATA:

OBST	COORD	TOP ELEV (FT AMSL)
TS-003-23/TC-1	xxxxNxxxxxE	493
TS-004-23/TC-2	xxxxNxxxxxE	493

RMK: EXER EXTREME CTN DRG LDG/TKOF RWY 13/31.

B1710/25 NOTAMR B0448/25
Q)xxxx/QOBCE/IV/M/A/000/999/xxxxNxxxxxE005
A) xxxx
B) 2505020435 C) 2508022359
E) OBST (TOWER CRANE) ERECTED WITH THE FLW DATA:

OBST	COORD	TOP ELEV (FT AMSL)
TS-003-23/TC-1	xxxxNxxxxxE	493
TS-002-23/TC-2	xxxxNxxxxxE	493

RMK: EXER EXTREME CTN DRG LDG/TKOF RWY 13/31.

2.9 There are examples of very old NOTAMs that are UFN. In some cases it is suspected that the airspace name and procedures may have changed more recently, and in others it is questioned if the contact info is still valid.

A0429/09 - QXXXX BEACON CODE PROCEDURES IN THE xxx xxx xxx AREA
EFFECTIVE IMMEDIATELY, ALL AIRCRAFT TRANSITIONING INTO THE
xxx xxx xxx ROUTE SYSTEM VIA FIXED ATS
ROUTES SHALL REMAIN ON THE LAST ATC-ASSIGNED BEACON CODE.
WIE UNTIL UFN.
CREATED: 29 JUN 17:52 2009

A0346/11 - QXXXX THREE WAYPOINTS NAMED XXXXX, YYYYY AND ZZZZZ HAVE BEEN ESTABLISHED IN WARNING AREA nn. THEY ARE PUBLISHED, BUT NOT CHARTED, AND EXIST IN AIRCRAFT S FLIGHT MANAGEMENT SYSTEMS. DUE TO THE FACT THAT WARNING AREA AIRSPACE IS NOT ALWAYS AVAILABLE FOR AIR TRAFFIC CONTROL USE, ROUTING OVER XXXXX, YYYYY OR ZZZZZ MAY NOT BE FLIGHT PLANNED BY PILOTS OR OPERATORS. FOR ADDITIONAL INFORMATION REGARDING THESE WAYPOINTS, CONTACT Xxxxx Xxxxxx AT nnn-nnn-nnnn OR
VIA E-MAIL AT xxxx@xxx. THIS NOTAM REPLACES NOTAM
A0791/10. SFC - UNL, 30 JUN 04:00 2011 UNTIL UFN.
CREATED: 22 JUN 12:37 2011

Airspace NOTAMs

2.10 There is inconsistency in the notification methods for no-fly restrictions. Sometimes NOTAMs are issued, while at other times notification is posted on websites.

2.11 When military exercises are suspended, cancelled, or ended, a NOTAMC should be issued instead of just notifying through email.

Extraneous and excessively long NOTAMS

2.12 With all the operationally critical messages crew must be briefed on, it is recommended that minor short-term outages or issues be considered carefully based on their value-add before being published by NOTAM. Annex 15 Aeronautical Information Services, Section 6.3.2 lists NOTAMs' uses for significant changes and includes "interruption of or return to operation of major components of aerodrome lighting systems" (not minor changes).

2.13 Some service providers (particularly airports) are publishing excessive amounts of what are considered by some operators as unnecessary NOTAMs. There appears to be a 'when in doubt, publish a NOTAM' philosophy in some States and locations. This is increasing the size of the briefing packs significantly. One example given is that of NOTAMs published for taxiway lights with only one or two lights u/s. A minor maintenance issue such as that could be published on ATIS until the light is replaced, rather than a NOTAM.

H3681/25 NOTAMN
Q)xxxx/QLRXX/IV/BO/A/000/999/xxxxNxxxxxE005
A)xxxx
B)2505101136 C)2506250000 EST
E)INTERMEDIATE HOLDING POINT LGT TWY DOM2 HOLDING SHORT TWY B4
SOUTHBOUND NOT TO STD
ONE LGT U/S

H4238/25 NOTAMR H3570/25
Q)xxxx/QLRAS/IV/NBO/A/000/999/xxxxNxxxxxE005
A)xxxx
B)2505280052 C)2506300000 EST
E)INTERMEDIATE HLDG POINT LGT TWY B HLDG SHORT TWY B2 NORTHBOUND ONE LGT U/S

H4179/25 NOTAMN
Q)xxxx/QLXAS/IV/M/A/000/999/xxxxNxxxxxE005
A)xxxx
B)2505261458 C)2506240000 EST
E)TWY C CL LGT BTN TWY K AND TWY B8 2 CONSECUTIVE LIGHTS U/S LIT BY TEMPO BLUE EDGE LGT

2.14 Several examples were submitted of NOTAMs where the body content often exceeded 200 words (not lists or tabled data). None are included here as the descriptive nature made it difficult to de-identify them, however such long NOTAMs add to already large pilot briefings and are time consuming to analyse. Brevity needs to be applied to the information and if still too voluminous, consideration of its safety criticality should dictate whether it is appropriate as a NOTAM, or another method should be created to share.

2.15 Complex date/time groups included in one NOTAM over an extended period of time as opposed to issuing NOTAMs for each continuous daily grouping are difficult for crew to quickly assess. When there are many time periods within the duration, preference is to consider breaking down into more manageable sized content as its own NOTAM that expires after the individual time period/s.

B) 2408160424 C)2409210930
D) 2408160424 TO 2408160930
2408182330 TO 2408220930
2408232330 TO 2408290930
2408302330 TO 2408310930
2409012330 TO 2409190930
2409202330 TO 2409210930
DAILY 2330 TO 0930 EXC SUN

NOTAM Types

2.16 NOTAMR used instead of NOTAMC for differing time periods does not align with ICAO Doc10066 which states “In the cases of NOTAMR and NOTAMC, the (Item B) date-time group is the actual date and time of the NOTAM origination.”

K3539/24 NOTAMN
Q)xxxx/QAECA/IV/NBO/E/150/220/
A)xxxx
B)2412082200 C)2412130400
D)2412082200 TO 2412091100
2412092200 TO 2412101100
2412102200 TO 2412110700
2412112200 TO 2412120700
2412122200 TO 2412130400

K3547/24 NOTAMR K3539/24
Q)XXXX/QAECA/IV/NBO/E/150/220/

A)XXXX
B)2412090900 C)2412130400
D)2412090900 TO 2412091100
2412092200 TO 2412101100
2412102200 TO 2412110700
2412112200 TO 2412120700
2412122200 TO 2412130400

2.17 Changes in E) field content issued in NOTAMR instead of NOTAMN. NOTAM cancelled by NOTAMC and re-issued by NOTAMN, not NOTAMR, is more appropriate.

H8410/24 NOTAMR H8409/24
Q)XXXX/QFAXX/IV/NBO/A/000/999/
A)XXXX
B)2411280424 C)PERM
E) PHYSICAL CHARACTERISTICS AMD TO READ:
RWY 16R/34L PCR 797/F/A/X/T GROOVED WID 45 RWS 280
RWY 16L/34R PCR 750/F/A/X/T GROOVED WID 45 RWS 280
RWY 07/25 PCR 1430/F/A/X/T GROOVED WID 45 RWS 280
AMD EN ROUTE SUPPLEMENT xxxx

H8416/24 NOTAMR H8410/24
Q)XXXX/QFAXX/IV/NBO/A/000/999/
A)XXXX
B)2411280504 C)PERM
E)PHYSICAL CHARACTERISTICS AMD TO READ:
RWY 07/25 062 83A PCR 1430/F/A/X/T GROOVED WID 45 RWS 280
RWY 16L/34R 155 80A PCR 750/F/A/X/T GROOVED WID 45 RWS 280
RWY 16R/34L 155 130A PCR 797/F/A/X/T GROOVED WID 45 RWS 280
AMD EN ROUTE SUPPLEMENT xxxx

Qcodes

2.18 Inconsistent application of Qcodes continues across multiple subjects. Regular example is bird or wildlife NOTAMs issued with multiple Qcodes.

A2342/25 NOTAMN
Q)xxxx/QFAXX/IV/NBO/A /000/999/xxxxNxxxxxW005
A)xxxx B)2504152116 C)2510181600
E) FAI AD AP WILDLIFE HAZARD MIGRATORY BIRDS

FA = Aerodrome; XX = generic code

A0313/25 NOTAMR A1475/24
Q)xxxx/QFALT/IV/NBO/A /000/999/xxxxSxxxxxW005
A)xxxx B)2503241824 C)2506242200
E) AD CTN DRG OPS DUE TO POSS WILDLIFE

FA = Aerodrome; LT = Limited to

C0169/25 NOTAMR C0122/25
Q)xxxx/QMRHX/IV/NBO/A/000/999/xxxxSxxxxxE005
A)xxxx
B)2505070854 C)2506090745 EST

D) DAILY 0700-0745
E) INCREASED WILDLIFE HAZARD (FLYING FOXES) IN VCY RWY 10/28
IN NORTH TO SOUTH DIRECTION BTN 50FT AND 300FT AGL

MR = Runway (specify runway); HX = Concentration of birds

C0088/25 NOTAMN
Q)xxxx/QFAHX/IV/NBO/A/000/999/xxxxSxxxxxE005
A)xxxx
B)2505072143 C)2506292200 EST
E) INCREASED WILDLIFE HAZARD (FLYING FOXES) IN VCY AD

FA = Aerodrome; HX = Concentration of birds

2.19 NOTAMs are regularly published with the generic QXXXX , when there is a better (more appropriate) code that could be used.

M0759/25 NOTAMN
Q)xxxx/QXXXX/IV/NBO/A/000/999/xxxxNxxxxxE005
A)xxxx
B)2505292300
C)2505300700
E)CAUTION: 169' MSL CRANE LOCATED AT xxxxN/xxxxxE.

Obstacle mentioned- so 2nd & 3rd letters should be OB

W0288/25 NOTAMN
Q)xxxx/QXXXX/IV/NBO/A/000/999/ xxxxNxxxxxE005
A)xxxx
B)2505151700
C)2506120900
E) INSTRUMENT APPROACH PROCEDURE; ILS/DME RWY
24 UNUSABLE

Instrument app procedure – should be QPI or QIC

F3098/25 NOTAMN
Q)xxxx/QXXXX/IV/NBO/AE/000/999/xxxxNxxxxxE005
A)xxxx B)2506111600 C)PERM
E)NEW xxxx APP06 PUT INTO USE, FREQ: 124.775(119.525)MHZ.

New approach control sector- QSP

A1447/25 NOTAMN
Q)xxxx/QXXXX/IV/NBO/E/000/999/xxxxNxxxxxE005
A)xxxx
B)2504211800 C)2604211800
E)xxx SVC xxxx..HELIPORT 4FD9 COPTER
RNAV GPS 17 ARRIVAL
NOT AVBL 0500-1000 DLY.

Instrument app procedure – should be QPI

F1504/25 NOTAMN
Q)xxxx/QXXXX/IV/BO/E/000/999/ xxxxNxxxxxE005
A)xxxx
B)2504070601 C)PERM
E)GRID LOWEST SAFE ALTITUDE (LSALT) NW OF xxxx AD (xxxx) AMD INCREASE TO 1600FT IN 1 DEG GRID BOUNDING
200000S 1150000E, 190000S 1160000E

Lowest safe ALT- QAA

2.20 Lack of geo-references in QLine for Airspace or area NOTAMs, or geo-references that do not cover the full extent of the activity area prevents systems from being able to apply Narrow Route Corridor filtering of messages to those relevant to a flight's area of operations. Particularly relevant to large FIRs.

A1231/25 NOTAMR A5136/24
Q)xxxx/QTTXX////000/999/
A)xxxx
B)2503122216
C)2512312359
E)ATTENTION ALL ACFT OPERATING IN THE VCY OF xxxx. FOR YOUR SAFETY OVERFLIGHT OF THE ISLAND NORTH OF THE RWY IS PROHIBITED. THIS IS CONSIDERED A HAZARDOUS AREA WITH THE POTENTIAL FOR LOSS OF LIFE. ALL ARRIVALS AND DEPARTURES MAKE SOUTH TRAFFIC ONLY TO AVOID ELECTROMAGNETIC RADIATION HAZARDS. CTC BASE OPERATIONS ON 126.2 WI 50NM OF xxxx. CONTACT BASE OPS PRIOR TO DEPARTURE TO DECONFLICT WITH ELECTROMAGNETIC RADIATION HAZARDS.
F)SFC
G)UNL

2.21 With the changes in technology over the last few years (especially the proliferation of GNSS/GPS based procedures) additional options for the GNSS services Qcodes could be considered. For example, need a Qcode for RNAV waypoints (that are not Reporting Points) at minimum, but that may fall under the Terminal and Enroute Nav facilities section instead.

Rocket Launches

2.22 "Foreign Space Agency" named as the User Agency does not provide helpful information in the event of needing to make contact. Better contact information would be helpful given the significant increase in these activities.

2.23 xxxx STARLINK 17-1:

B3824/25 NOTAMN
Q)xxxx/QRDCA/IV/BO /W /000/999/xxxxSxxxxxW999
A)xxxx B)2505271757 C)2505272332
E)TEMPO DANGER AREA xxxxxx (xxxx xxx FIR)
IS PRESCRIBED AS FOLLOWS:
ALL THAT AIRSPACE BOUNDED BY A LINE JOINING:
<lat/longs>
ACTIVITY: SPACE DEBRIS RETURN
USER AGENCY: FOREIGN SPACE AGENCY
PRESCRIBED PURSUANT TO CIVIL AVIATION RULE PART 71 UNDER A

DELEGATED AUTHORITY ISSUED BY THE DIRECTOR OF CIVIL AVIATION
F)SFC G)UNL

2.24 NOTAMs closing airspace for space launches and recoveries must be cancelled immediately after the activity is confirmed completed. Some ANSPs are publishing NOTAMs using multiple time periods for activity which means the NOTAM remains current until the last activity is completed and intermediate affected periods cannot be shortened or cancelled. Examples as follows:

2.25 FIMM STARLINK 12-22:

- SpaceX Starlink g12-22 has lifted off from xxxx at May 24, 17:19:10 UTC.
- The deorbit hazard area should be considered dangerous from May 24, 19:16:10 UTC until May 24, 20:23:10 UTC
- A confirmation message will be sent once the hazard area is no longer active.
- Hazardous Area Coordinates:

Lat.	Long.
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E

A0148/25 NOTAMN
Q)xxxx/QRALW/IV/NBO /W /000/999/xxxxSxxxxxE999
A)xxxx B)2505241916 C)2505302138 EST
D)24 1916-2359
25 0000-0023
25 1848-2355
26 1821-2328
27 1753-2300
28 1726-2233
29 1658-2205
30 1631-2138
E) STATIONARY ALTITUDE RESERVATION FOR HAZARDOUS OPERATIONS FROM SFC TO UNL FOR ATMOSPHERIC RE-ENTRY AND SPLASHDOWN OF SPACE X STARLINK12-22 ROCKET WI AN AREA BOUNDED BY FLW COORD:
xxxxS xxxxxE
xxxxS xxxxxE
xxxxS xxxxxE
xxxxS xxxxxE
xxxxS xxxxxE
xxxxS xxxxxE TO BEGINNING
PRIMARY RE-ENTRY BTN 1916 ON 24 MAY 2025 AND 0023 ON 25 MAY 2025.
BACK UP RE-ENTRY BTN 25 MAY 2025 AND 30 MAY 2025 AS PER FIELD D.
F)000 G)999

2.26 XX04 (SEFG) STARLINK 11-16

- SpaceX Starlink g11-16 has lifted off from xxxx at May 23, 22:32:20 UTC.
- The deorbit hazard area should be considered dangerous from May 24, 00:08:20 UTC until May 24, 00:56:20 UTC
- A confirmation message will be sent once the hazard area is no longer active.
- Hazardous Area Coordinates

Lat.	Long.
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E
x°xx'S	xx°xx'E

A1254/25 NOTAMR A1245/25
Q)xxxx/QWMLW/IV/NBO/W /000/999/xxxxSxxxxxW765
A)xxxx B)2505222234 C)2505270153
D)MAY 22 2234-0322, MAY 23 2212-0300, MAY 24 2150-0238, MAY 25 2128-0216, MAY 26 2105-0153
E) SPACEX STARLINK 11-16 STAGE 2 REENTRY AND SPLASHDOWN IN THE UNASSIGNED FIR, SECT DELIMITED BY THE FOLLOWING COORD <lat/longs>. CTN
F)SFC G)UNL

Replacement NOTAMs

2.27 When NOTAMs expire, or need to have dates updated, some States will CNL the current NOTAMs, only to publish a new one afterwards.

2.28 Example 1:

A0438/25 NOTAMN
Q)xxxx/QOBCE/IV/M/A/000/999/xxxxNxxxxxE005
A) xxxx
B) 2505071500 C) 2505302000
D) 07-09 12-30 1500-2000
E) HVY EQPT EXIST ABV TRANSITIONAL SFC FOR RWY 16R/34L
1.PSN: (1) BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE
xxxxNxxxxxE xxxxNxxxxxE
(225M TO 377M BEYOND RWY 34L THR AND
118M TO 178M LEFT RCL)
HGT:282FT AMSL
(2) BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE

xxxxNxxxxxE xxxxNxxxxxE
(336M TO 414M BEYOND RWY 34L THR AND
188M TO 263M LEFT RCL)
HGT:236FT AMSL
(3) BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE
xxxxNxxxxxE xxxxNxxxxxE
(180M TO 328M BEYOND RWY 34L THR AND
238M TO 303M LEFT RCL)
HGT:234FT AMSL
2.NUMBER: MAX 3
3.RMK: (1)WX MNM, INSTRUMENT APCH PROC, DEP PROC NO CHANGE
(2)EXC ACFT IN AIC 051/19 ITEM 3
(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR FROM SFC TO 282FT AMSL

A0498/25 NOTAMN
Q)xxxx/QOBCE/IV/M/A/000/999/xxxxNxxxxxE005
A) xxxx
B) 2505161500 C) 2505302000
D) 16 20-30 1500-2000
E) HVY EQPT EXIST ABV TRANSITIONAL SFC FOR RWY 16R/34L
1.PSN: (1) BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE
xxxxNxxxxxE xxxxNxxxxxE
(225M TO 377M BEYOND RWY 34L THR AND
118M TO 178M LEFT RCL)
HGT:282FT AMSL
(2) BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE
xxxxNxxxxxE xxxxNxxxxxE
(336M TO 414M BEYOND RWY 34L THR AND
188M TO 263M LEFT RCL)
HGT:236FT AMSL
(3) BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE
xxxxNxxxxxE xxxxNxxxxxE
(180M TO 328M BEYOND RWY 34L THR AND
238M TO 303M LEFT RCL)
HGT:234FT AMSL
2.NUMBER: MAX 3
3.RMK: (1)WX MNM, INSTRUMENT APCH PROC, DEP PROC NO CHANGE
(2)EXC ACFT IN AIC 051/19 ITEM 3
(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR ALT 282FT AMSL

2.29 Example 2:

A0449/25 NOTAMN
Q)xxxx/QOBCE/IV/M/A/000/999/ xxxxNxxxxxE005
A) xxxx
B) 2505081530 C) 2507092020
D) 1530-2020

E) HVY EQPT EXIST ABV TRANSITIONAL SFC FOR RWY 16R/34L
1.PSN: BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE
xxxxNxxxxxE xxxxNxxxxxE
(76M BFR TO 347M BEYOND RWY 16R THR AND
223M TO 368M LEFT RCL)
2.NUMBER: 1
3.RMK: (1)WX MNM, INSTRUMENT APCH PROC, DEP PROC NO CHANGE
(2)EXC ACFT IN AIC 051/19 ITEM 3
(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR FROM SFC TO 184FT AMSL

A0463/25 NOTAMN
Q)xxxx/QOBCE/IV/M/A/000/999/xxxxNxxxxxE005
A) xxxx
B) 2505141530 C) 2507092020
D) 1530-2020
E) HVY EQPT EXIST ABV TRANSITIONAL SFC FOR RWY 16R/34L
1.PSN: BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE
xxxxNxxxxxE xxxxNxxxxxE
(76M BFR TO 347M BEYOND RWY 16R THR AND
223M TO 368M LEFT RCL)
2.NUMBER: 1
3.RMK: (1)WX MNM, INSTRUMENT APCH PROC, DEP PROC NO CHANGE
(2)EXC ACFT IN AIC 051/19 ITEM 3
(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR FROM SFC TO 184FT AMSL

2.30 The examples above are temporary obstacles NOTAMs, and in both cases, the two NOTAMs are referring to the same set of obstacles, essentially identical details, same time activation, and the new NOTAMs were published even before the original one was set to expire.

2.31 From an airline operations point of view, it would have been much easier to manage if the new NOTAMs were published as a review NOTAMR.

2.32 In example 1, had it been a replacement NOTAMR, the NOTAM reference would have been A0498/25 NOTAMR A0438/25. This helps identify that the NOTAM is not “brand new” information, but rather related to previously published NOTAM A0438/25. This allows the reader to cross-reference to the previous NOTAM if they need to, as part of their operational impact analysis.

2.33 For temporary obstacle NOTAMs, it also serves the purpose of identifying which obstacles have already been analysed. This eliminates unnecessary, duplicated pre-flight work.

Temporary obstacles

2.34 NOTAMs for temporary obstacles are very common, but often difficult to interpret in terms of operational impact analysis. Related to previous examples, the non-standardised way of publishing the obstacle details is an additional hurdle.

2.35 As there are many ways an obstacle can be detailed, there is no one way to handle temporary obstacle NOTAMs. Some states detail the location of the obstacles with coordinates. This has the advantage of being the easiest to plot on a map to analyse its location, for example:

A0463/25 NOTAMN
Q)xxxx/QOBCE/IV/M/A/000/999/xxxxNxxxxxE005
A) xxxx
B) 2505141530 C) 2507092020
D) 1530-2020
E) HVY EQPT EXIST ABV TRANSITIONAL SFC FOR RWY 16R/34L
1.PSN: BOUNDED BY FLW POINT
xxxxNxxxxxE xxxxNxxxxxE
xxxxNxxxxxE xxxxNxxxxxE
(76M BFR TO 347M BEYOND RWY 16R THR AND
223M TO 368M LEFT RCL)
2.NUMBER: 1
3.RMK: (1)WX MNM, INSTRUMENT APCH PROC, DEP PROC NO CHANGE
(2)EXC ACFT IN AIC 051/19 ITEM 3
(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR FROM SFC TO 184FT AMSL

2.36 Some states detail the location of the obstacles with distance measured from a specific RWY. This has the advantage of identifying what RWY the obstacle(s) are affecting, for example:

A0202/25 NOTAMN
Q)xxxx/QOBCE/IV/M/A/0/999/xxxxNxxxxxE005
A)xxxx
B) 2502280000 C) 2505312359
E) MULTIPLE MARINE AND LAND OBST PROJECTED ALONG
RWY 07L EXTD CL PSN:
1) 793M FM DER AT 55FT AMSL
2) 1952M FM DER AT 167FT AMSL
RWY 25R EXTD CL PSN:
1) 1535M FM DER AT 90FT AMSL
2) 3212M FM DER AT 170FT AMSL

2.37 Some states detail the location of the obstacles with bearing and distance from a reference point, for example, from ARP or center of a RWY. From an analyst point of view, this way of publishing is the most challenging if they are not also accompanied by coordinates, for example:

F3043/25 NOTAMR F0957/25
Q)xxxx/QOBCE/IV/M/AE/000/295/xxxxNxxxxxE009
A) xxxx
B) 2505210248 C) 2508231559
E) ADD NEW OBSTACLES WITHIN A CIRCLE WITH A RADIUS OF 15KM CENTERED ON THE CENTER OF RWY05/23:
OBSTACLE ID/DESIGNATION TYPE POSITION MAG BRG(DEGREE)/DIST(M) ELEVATION(M) MARKING/LIGHTING TYPE AND COLOUR
CRANE CRANE 128/3,496 93.8 LGT

2.38 If there is some level of standardization or recommended practice, particularly combining methods where appropriate, it would be easier for readers to manage and process the information, including in terms of training, and automated processing of the NOTAMs. Perhaps, as a start, recommending that all obstacle NOTAMS to contain coordinates as a baseline could be considered.

General feedback

2.39 Lack of standardisation of NOTAM Item D content remains a recurring reported issue. Much of the standardisation could be achieved if agencies conformed strictly to ICAO terms and abbreviations where relevant.

2.40 NOTAMs affecting airspace, air-routes, aerodrome obstacles and landing minimums, must be issued as soon as possible and with sufficient lead time to the impact of the change. Timings of NOTAMs advising of ATS outages and TIBA volumes can determine whether a flight has enough fuel to track a diversion route or need to transit the volume.

2.41 When there is an expected impact on traffic flow caused by activities such as NAVAID calibration flights or fireworks displays, a NOTAM should be issued. Commonly few are currently published.

2.42 One airline proposes introduction of new rules to issue NOTAMs that only concern VFR operations in a separate series. This would reduce the number of NOTAMs an IFR operator would need to analyse.

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.

— END —