



ICAO

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**

### **TIMELY NOTIFICATION OF OBSTACLE NOTAM**

(Presented by Japan)

#### **SUMMARY**

This paper presents the actions to be taken by AIS organisations and originators to ensure that NOTAM related to obstacles in the vicinity of an airport is published with sufficient lead time. When such a NOTAM is issued, operators require time to assess the potential impact on take-off performance. Timely publication is therefore essential to support safe and efficient flight operations.

## **1. INTRODUCTION**

1.1 Annex 15 includes the following provision regarding the issuance of NOTAM, highlighting the importance of timely distribution.

*6.3.2.2 A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration, or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.*

1.2 Regarding NOTAMs for obstacles in the vicinity of an airport, the following request was provided by IATA in WP21 of AAITF/19.

*Crane and obstacle NOTAMs are at times 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.*

1.3 In order to publish NOTAMs with the right contents with sufficient lead time by AIS organizations, it is essential that originators recognize the significance of the notification period as well as the NOTAM requesting process, then submit NOTAM request with sufficient lead time. This WP presents recommended actions that AIS organizations should take to originators.

1.4 Based on these considerations, Japan presents its lessons learned regarding the procedures for issuing NOTAM related to obstacles in the vicinity of airports. It is crucial that AIS organisations and originators take appropriate measures to ensure such NOTAM are published with sufficient lead time, as they may affect take-off performance and require operators to conduct timely assessments. Ensuring prompt publication is therefore vital for maintaining the safety and efficiency of flight operations.

## **2. DISCUSSION**

2.1 If the publication of NOTAM is delayed, those responsible for calculating aircraft performance will not have sufficient time to perform the necessary performance calculations. As a result, flights may be delayed or operated without safety issues being properly addressed.

2.2 As an example in Japan, a NOTAM, which becomes effective early Monday morning, was published on Saturday morning, thus, causing airline performance calculation staff to be called in on their day off. The performance calculation staff normally work on weekdays only, so although the NOTAM was published two days in advance, it was difficult for them to respond.

2.3 In this case, the NOTAM request was submitted during the daytime on Friday, but the NOTAM was published early Saturday morning, because there was the matter to be confirmed regarding the distance and bearing from the airport, so it took time for confirmation, and the AIS center also identified that there was sufficient time before the effective start time, so special priority was not given.

2.4 Later, the AIS center came to know the operator's internal circumstances through an inquiry from the operator. The AIS center then interviewed the airport administrator and, consequently, it was revealed that the airport administrators had immediately submitted the NOTAM request based on the results of the impact assessment by the procedure design section in JCAB, but they did not know that the operator was conducting performance calculations for take-off after the NOTAM was published.

2.5 The AIS center has held a regular meeting for airport administrators once a year. In response to this case, AIS center explained to them that operators are conducting performance calculations for obstacle NOTAMs and that it may be difficult to respond on Saturdays, Sundays, and holidays, and asked for understanding regarding the need for early notification of obstacle NOTAMs.

2.6 The AIS center explains the points considered to submit a NOTAM request as follows and advised that airport administrators should inquire to the procedure designer as soon as possible, when it is difficult to judge the impact on operations.

- i) Consider a 1.2% slope from the end of the runway, which is below the approach surface but above the take-off flight path.
- ii) Even if there is no need to change the flight pattern or weather conditions, it may affect the operation.

2.7 From this case study, it is important for the AIS organization to explain to the airport administrator what actions the operator needs to take for the obstacle NOTAM, and to inform the airport administrator about the process and contents to be included in NOTAM request, so that unnecessary coordination might not occur.

2.8 In addition, it is important to communicate regularly with operators and airport administrators to promote the stakeholders' understanding of the needs and possibilities. This enables airport administrators to understand the work involved in assessing the impact of take-off performance and to properly consider the entire process, including confirmation the procedure designers.

2.9 While the lessons learned pertain specifically to obstacles near airports, it must be emphasised that, as previously stated, the prompt distribution of all NOTAM is critical to ensuring aviation safety and operational efficiency. Therefore, it is imperative that similar measures be applied across all types of NOTAM.

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

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) emphasise the importance of enabling airport administrators to recognise operator actions following NOTAM publication, to support timely submission of NOTAM requests; and
- c) discuss any relevant matters as appropriate.

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