

Replacing the NOTAM Concept

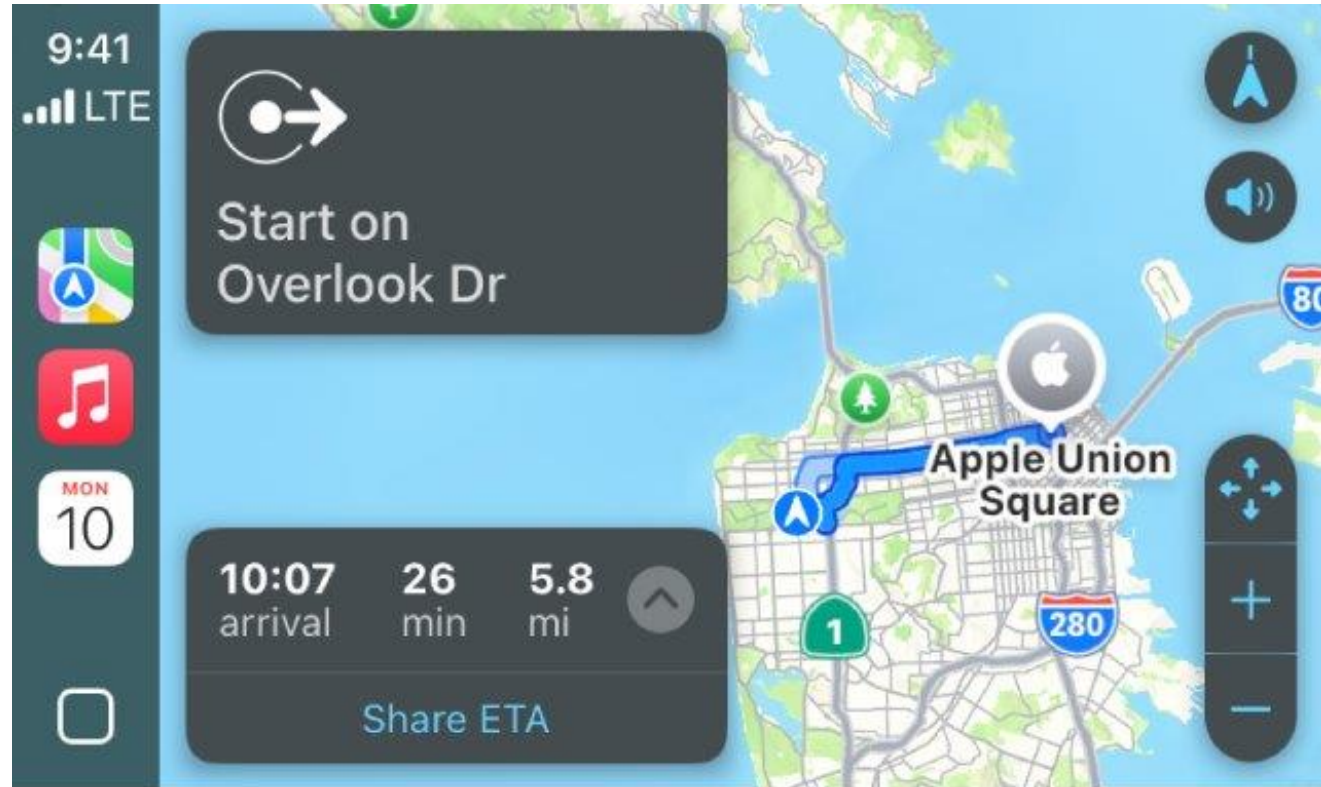
Progress update on NOTAM Replacement System and Key Principles

On behalf of the ICAO IMP/WG-A

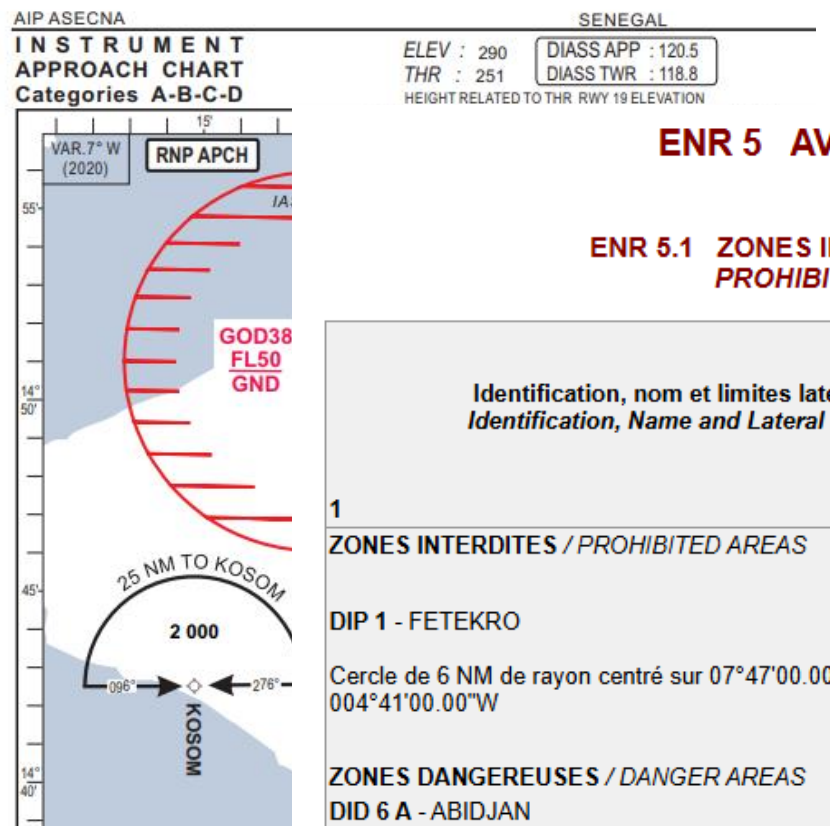
Why a New Concept?

Making Operational Decisions in real-time

- Digital Data
- Multiple sources
- Integrated & presented to optimize situational awareness



Making Decisions in real-time



ENR 5 AV

ENR 5.1 ZONES II
PROHIBI

Identification, nom et limites lat
Identification, Name and Lateral

1

ZONES INTERDITES / PROHIBITED AREAS

DIP 1 - FETEKRO

Cercle de 6 NM de rayon centré sur 07°47'00.00
004°41'00.00"W

ZONES DANGEREUSES / DANGER AREAS
DID 6 A - ABIDJAN

05°14'00.00"N - 003°47'30.00"W ,
05°14'00.00"N - 003°46'00.00"W ,
05°13'00.00"N - 003°46'00.00"W ,
05°13'30.00"N - 003°47'30.00"W ,
05°14'00.00"N - 003°47'30.00"W

DID 6 B - ABIDJAN

Nigeria / Lagos State / Lagos / Murtala Muhammed International Airport

NOTAMS for Murtala Muhammed International Airport

This is not an official NOTAM source, and NOTAMS may be missing or out of date. In

NOTAM V0030/25: Murtala Muhammed International Airport (DNMM)

V0030/25 NOTAMN

Q) DNKK/QPIAW/I/BO/A/000/999/0634N00319E005 A) DNMM B) 2504231223 C) 2506

E) [US DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE

COMPLETELY WITHDRAWN LAG VOR/DME ILS RWY 18R

CREATED: 23 Apr 2025 12:23:00

SOURCE: EDKS

NOTAM W0266/25: Murtala Muhammed International Airport (DNMM)

NOTAM A0132/25: Murtala Muhammed International Airport (DNMM)

A0132/25 NOTAMN

Q) DNKK/QWALW/IV/M/AW/000/100/0626N00326E065

A) DNMM B) 2505090800 C) 2505231800

D) 09-12 23 0800-1800

E) NAF AERIAL DISPLAY WILL TAKE PLACE WI 65NM RADIUS CENTRED ON

062534N 0032553E

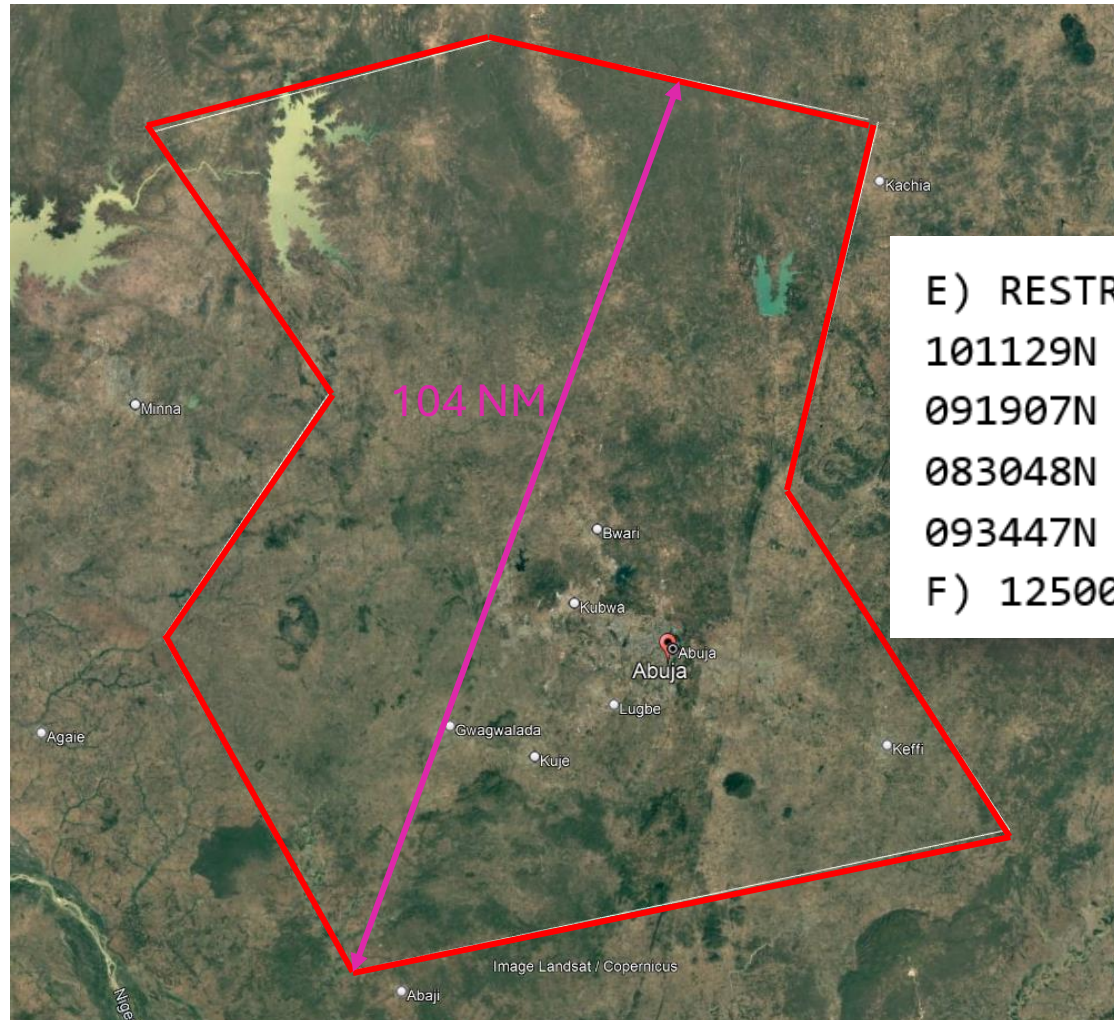
F) GND

G) FL100

CREATED: 08 May 2025 20:48:00

SOURCE: DNLLYNYX

Making Decisions in real-time



E) RESTRICTED AIRSPACE WITHIN

101129N 0071626E - 095839N 0075751E -

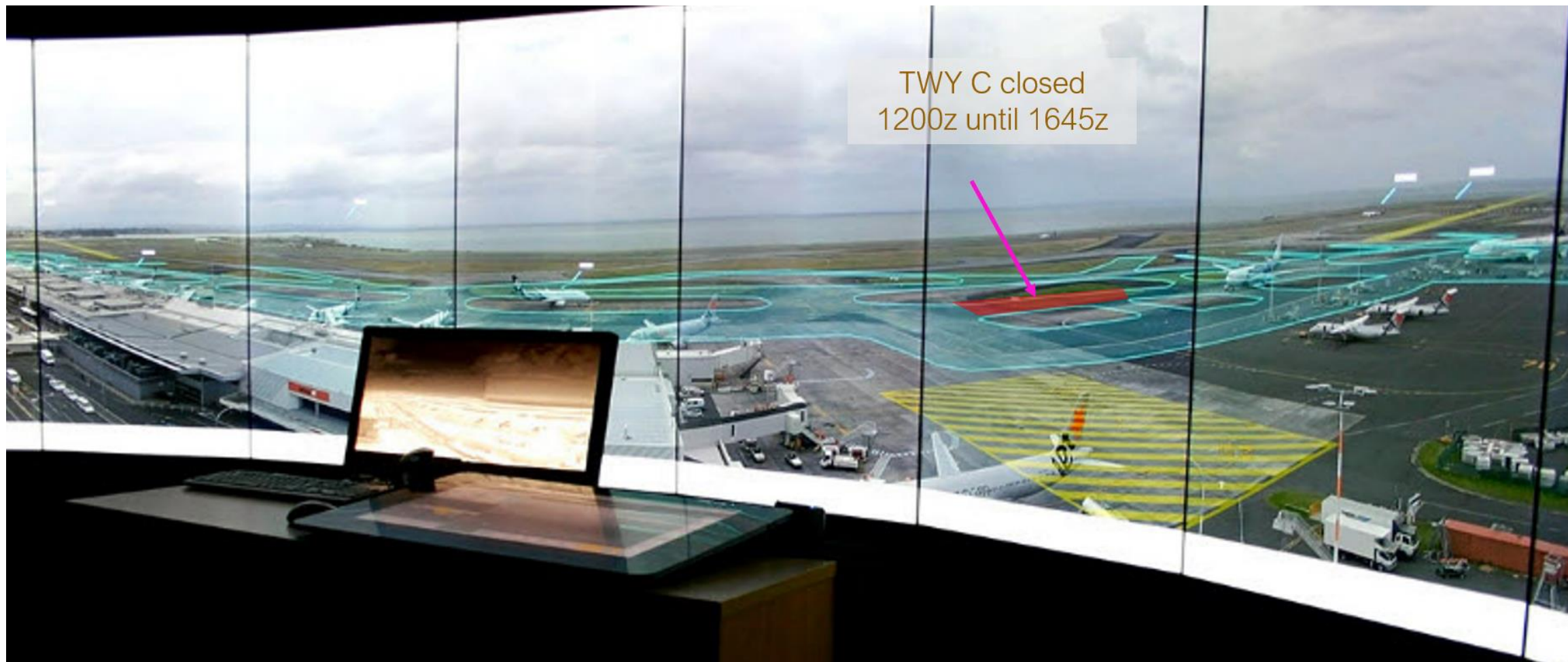
091907N 0074438E - 084022N 0080552E -

083048N 0065207E - 090925N 0063426E -

093447N 0065504E - 100430N 0063749E

F) 12500FT AMSL G) FL180

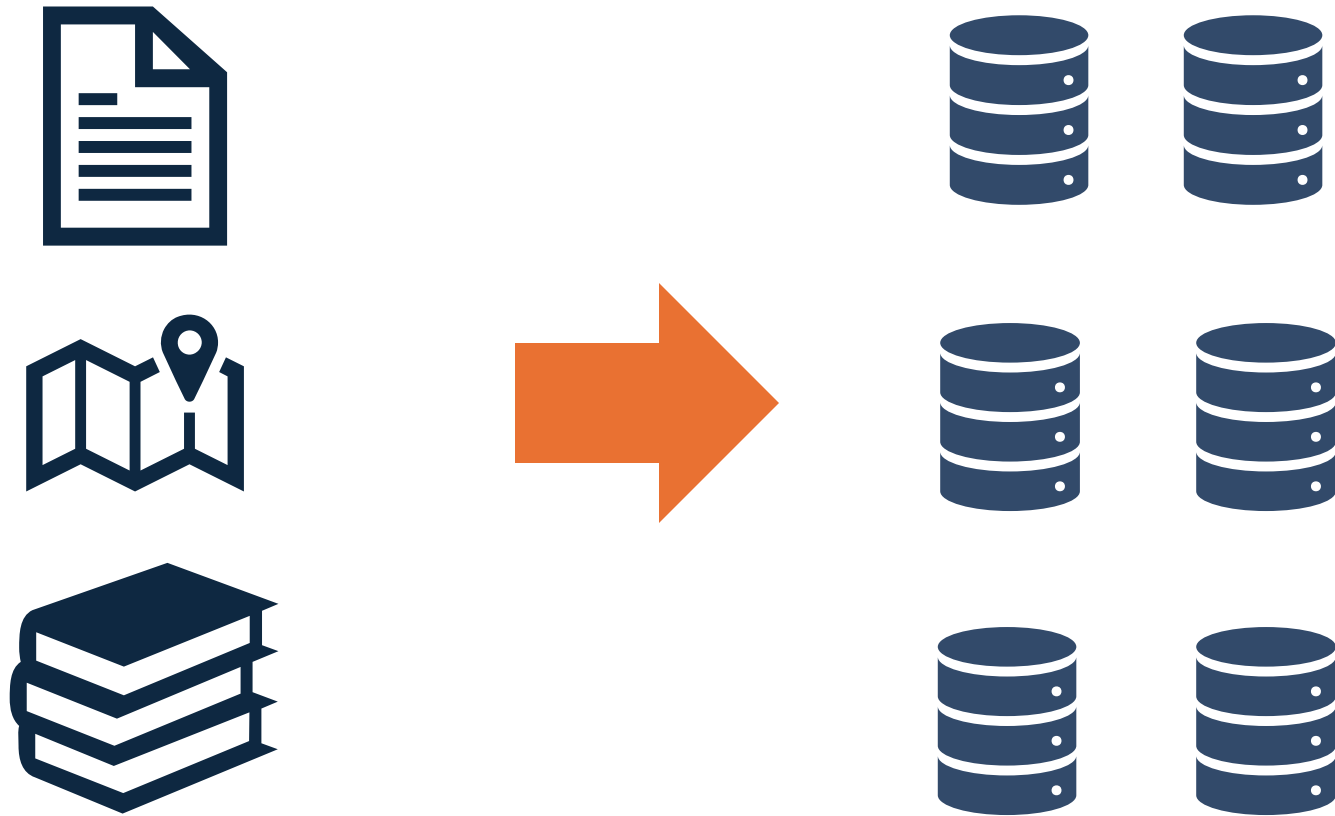
We need to get here!



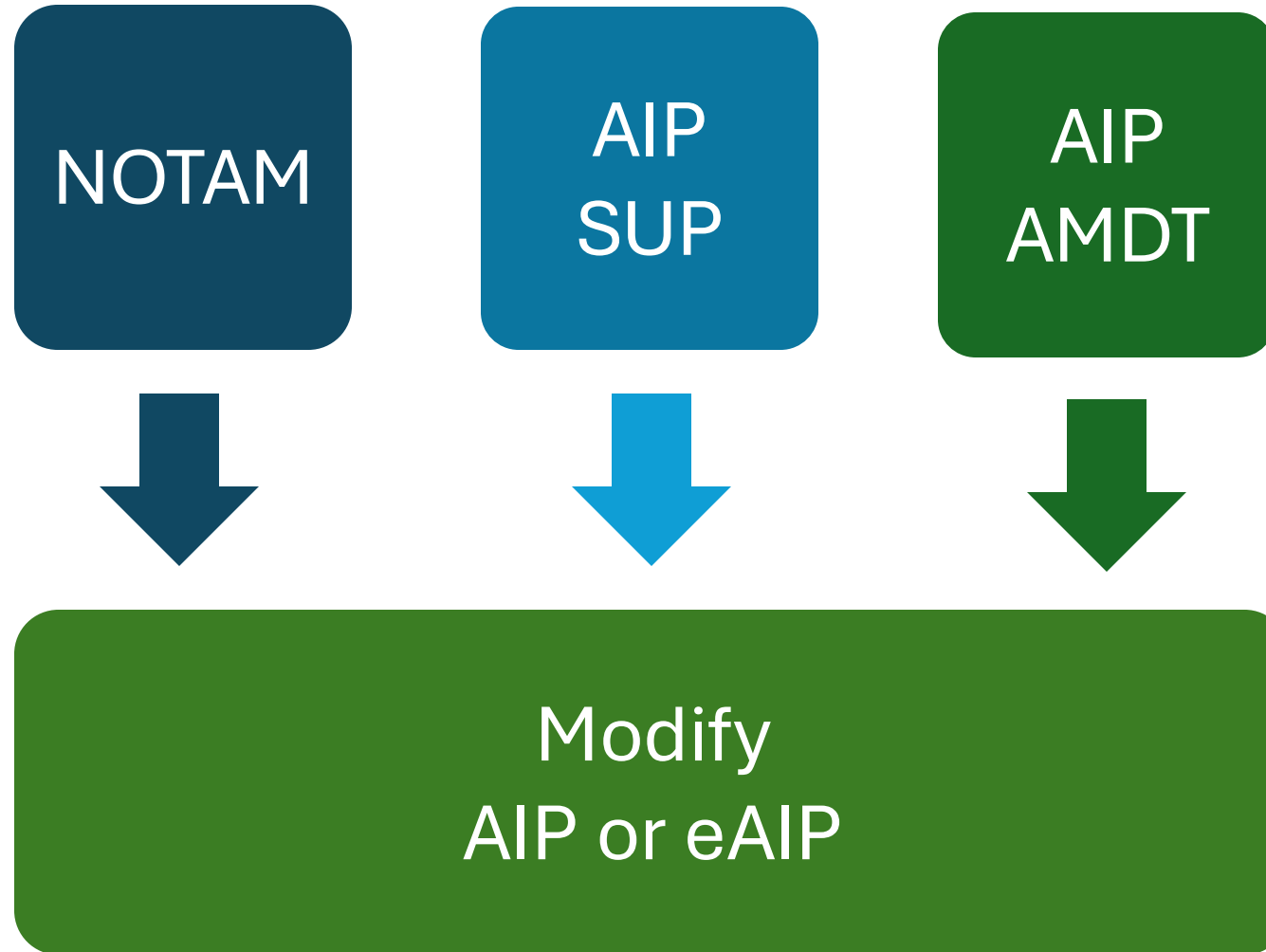
The Concept

Principles and what changes

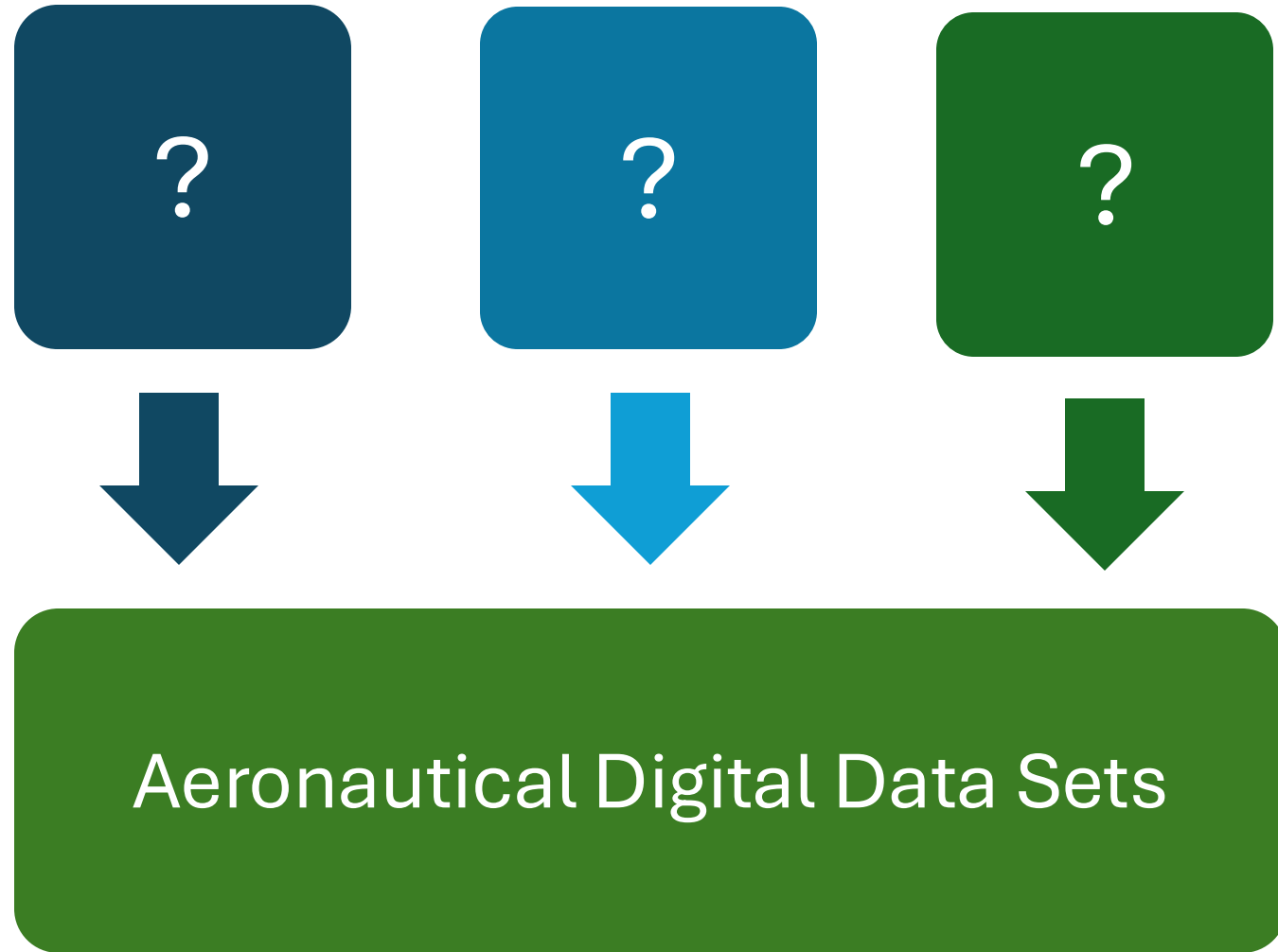
Aeronautical Digital Data Sets



Handling of Aeronautical Information



Handling of Aeronautical Data

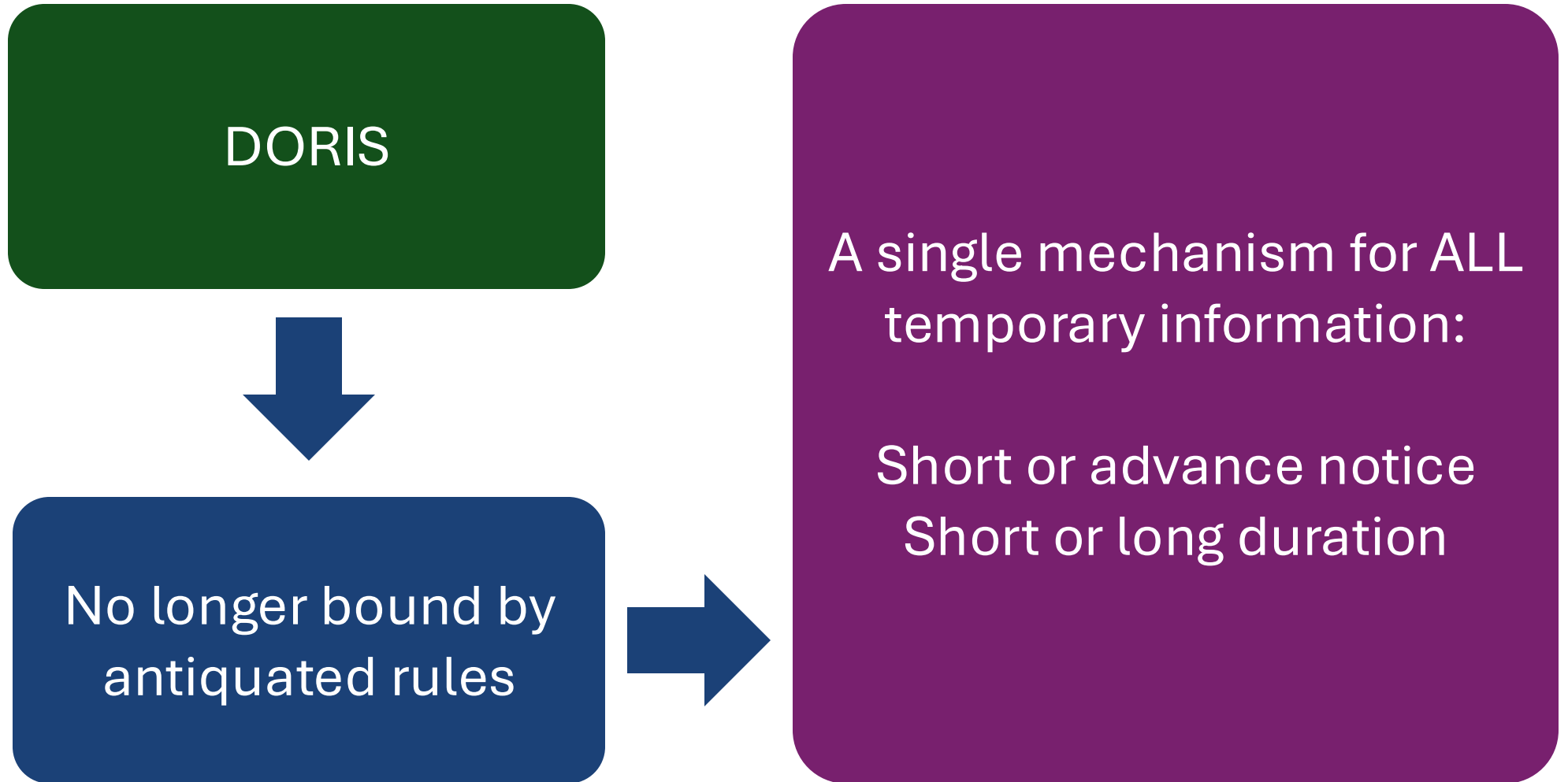


Is it Digital NOTAM?

Digital Operational Reporting Information Service
“DORIS”

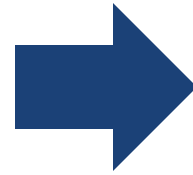
A **small data set** which temporarily complements the baseline data by changing a value, status or condition of an element of the baseline

Key Principles – How it works



Key Principle – Next intended User

E) RESTRICTED AIRSPACE WITHIN
101129N 0071626E – 095839N 0075751E –
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093447N 0065504E – 100430N 0063749E
F) 12500FT AMSL G) FL180

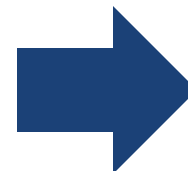
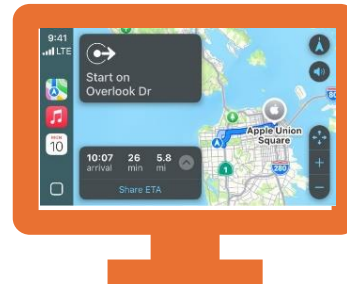


```
<?xml version="1.0" encoding="utf-8" ?>
- <aixm-message-5.1:AIXMBasicMessage xmlns:aixm-message
  xmlns:xsi="http://www.w3.org/2001/XMLSchema-ns"
  xmlns:gml="http://www.opengis.net/gml/3.2" xsi:schema
  http://www.aixm.aero/schema/5.1/message/AIXM
- <aixm-message-5.1:hasMember>
- <aixm-5.1:AirportHeliport gml:id="gmlAranID2" xmlns:ai
  <gml:identifier codeSpace="urn:uuid:">e1424c7e-58
- <aixm-5.1:timeSlice>
- <aixm-5.1:AirportHeliportTimeSlice gml:id="gmlAran
  - <gml:validTime>
  - <gml:TimePeriod gml:id="gmlAranID4">
    <gml:beginPosition>2012-01-10T11:51:03Z<
    <gml:endPosition />
  </gml:TimePeriod>
  </gml:validTime>
  <aixm-5.1:interpretation>BASELINE</aixm-5.1:int
  <aixm-5.1:sequenceNumber>1</aixm-5.1:sequenc
  <aixm-5.1:correctionNumber>0</aixm-5.1:correcti
- <aixm-5.1:featureLifetime>
- <gml:TimePeriod gml:id="gmlAranID5">
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  <gml:endPosition />
  </gml:TimePeriod>
  </aixm-5.1:featureLifetime>
  <aixm-5.1:designator>EVRA</aixm-5.1:designator
  <aixm-5.1:fieldElevation uom="FT">36</aixm-5.1:f
  <aixm-5.1:magneticVariation>5</aixm-5.1:magnet
- <aixm-5.1:servedCity>
- <aixm-5.1:City gml:id="gmlAranID6">
```



Key Principle – End User

```
<?xml version="1.0" encoding="utf-8" ?>
- <aixm-message-5.1:AIXMBasicMessage xmlns:aixm-message
  xmlns:xsi="http://www.w3.org/2001/XMLSchema-Inst"
  xmlns:gml="http://www.opengis.net/gml/3.2" xsi:schema
    http://www.aixm.aero/schema/5.1/message/AIXM
- <aixm-message-5.1:hasMember>
- <aixm-5.1:AirportHeliport gml:id="gmlAranID2" xmlns:aixm
  <gml:identifier codeSpace="urn:uuid:">e1424c7e-58
- <aixm-5.1:timeSlice>
- <aixm-5.1:AirportHeliportTimeSlice gml:id="gmlAran
- <gml:validTime>
- <gml:TimePeriod gml:id="gmlAranID4">
  <gml:beginPosition>2012-01-10T11:51:03Z<
  <gml:endPosition />
</gml:TimePeriod>
</gml:validTime>
<aixm-5.1:interpretation>BASELINE</aixm-5.1:int
<aixm-5.1:sequenceNumber>1</aixm-5.1:sequenc
<aixm-5.1:correctionNumber>0</aixm-5.1:correcti
- <aixm-5.1:featureLifetime>
- <gml:TimePeriod gml:id="gmlAranID5">
  <gml:beginPosition>2012-01-10T11:51:03Z<
  <gml:endPosition />
</gml:TimePeriod>
</aixm-5.1:featureLifetime>
<aixm-5.1:designator>EVRA</aixm-5.1:designator
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<aixm-5.1:magneticVariation>5</aixm-5.1:magnet
- <aixm-5.1:servedCity>
- <aixm-5.1:City gml:id="gmlAranID6">
```



End
Users



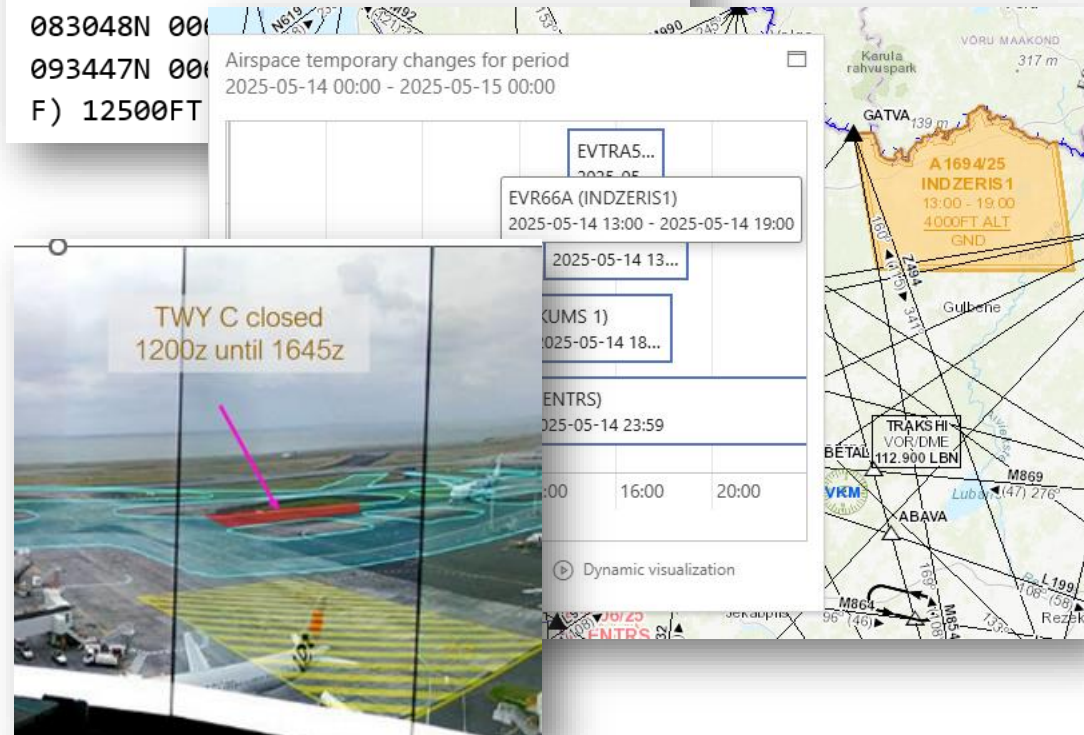
The Next Intended User (systems)
host the “code” to convert to
portrayal and therefore can tailor to the
End Users’ needs.

Key Principle - Data vs Portrayal of Data

```
<?xml version="1.0" encoding="utf-8" ?>
- <aixm-message-5.1:AIXMBasicMessage xmlns:aixm-message
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  http://www.aixm.aero/schema/5.1/message/AIXM
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      <gml:beginPosition>2012-01-10T11:51:03Z<
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- <aixm-5.1:City gml:id="gmlAranID6">
```

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 093447N 0071626E - 084022N 0080552E -
 F) 12500FT



From Concept to Operations

Prerequisites and what it could look like from the point of view of
originators and end users

Prerequisites to DORIS Implementation



Digital Data Sets (DDS)



DDS & DORIS coding specifications



Next Intended Users



SWIM / Digital Data Services



Digital Data Viewers / Apps

Digital Data Services

- <https://open.otta.wa.ca/> (public library)
- <https://adds-faa.opendata.arcgis.com/datasets/faa::airports-1/about>

Airports
Private Member

Summary


Airports shown on the United States, Puerto Rico, and Virgin Islands' aeronautical charts.


Airport defines area on land or water intended to be used either wholly or in part for the arrival; departure and surface movement of aircraft/helicopters. This airport data is provided as a vector geospatial-enabled file format and depicted on [Enroute charts](#).


Airport information is published every eight weeks by the U.S. Department of Transportation, Federal Aviation Administration-Aeronautical Information Services.


Current Effective Date: 0901Z 17 Apr 2025 to 0901Z 12 Jun 2025


Details


 **Dataset**
Feature Layer


 **April 17, 2025**
Info Updated


 **April 17, 2025**
Data Updated


 **July 22, 2016**
Published Date

 **Records: 20,233**
[View data table](#)

 **Public**
Anyone can see this content


 **Custom License**
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 **Relevant Area**

 **Looking for something else?** See other datasets nearby →

Attributes

abc	GLOBAL_ID	▼
abc	IDENT	▼
abc	NAME	▼

[Learn about charts](#) 



Dependency on Technology & AIXM

DORIS Implementation cannot be achieved:

- Without technology
- Unless we have good quality digital data
- Unless we are interoperable (AIXM!!)
- Unless we work together and share knowledge

Skillsets, Tasks & Roles

How different will it be?

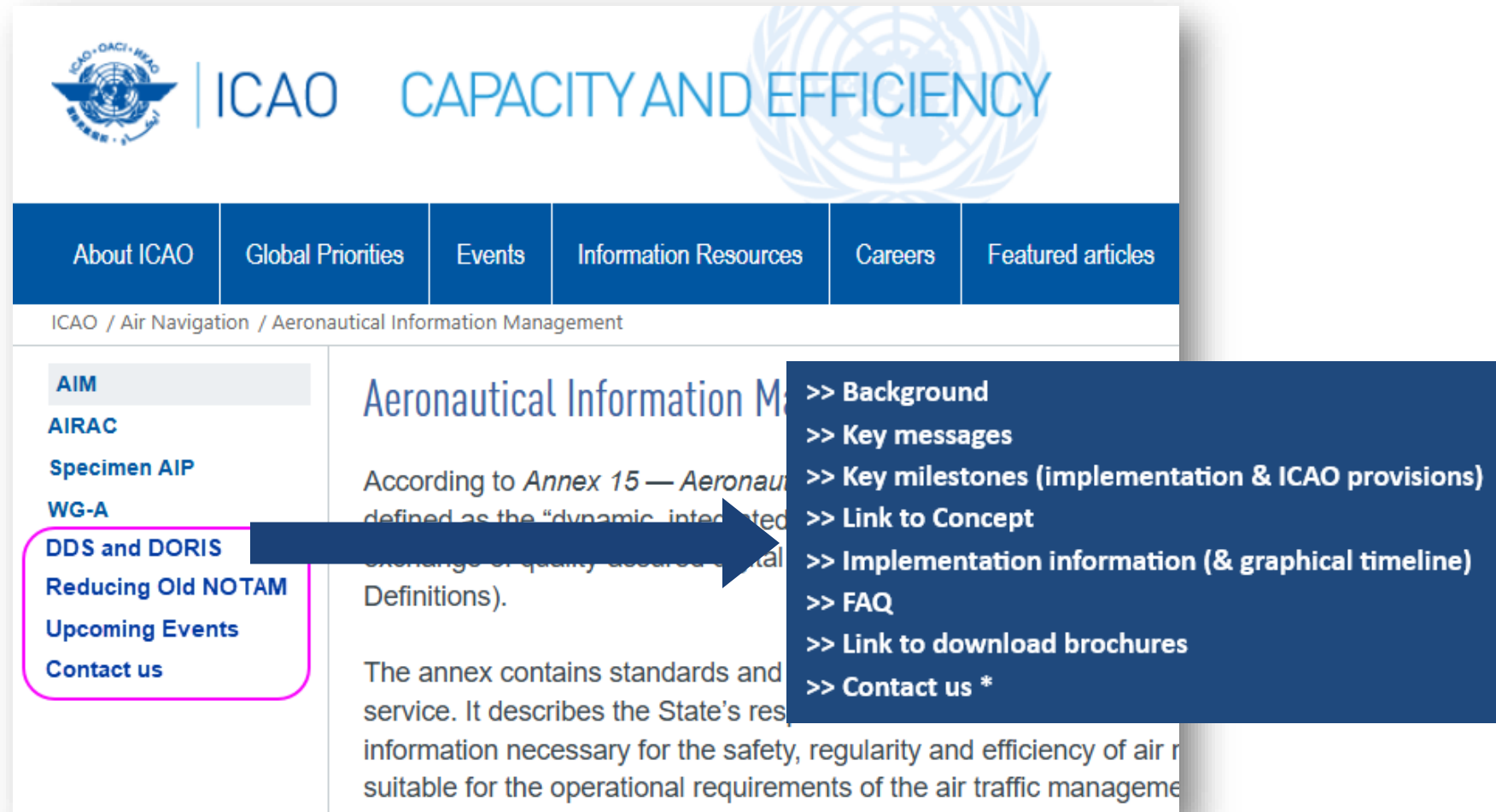
Roles, Skills and Tasks

- The roles will be the same or similar
- **How** the work is done **will** be different
- New work interfaces, less manual intervention, more monitoring
- Subject Matter Expertise focuses less on application of correct text, more on managing data
- Knowledge of data exchange principles

Communicating the Concept

Where information will be available

ICAO Website*



ICAO - OACI - HEAD

ICAO CAPACITY AND EFFICIENCY

About ICAO Global Priorities Events Information Resources Careers Featured articles

ICAO / Air Navigation / Aeronautical Information Management

AIM
AIRAC
Specimen AIP
WG-A
DDS and DORIS
Reducing Old NOTAM
Upcoming Events
Contact us

Aeronautical Information Management

According to *Annex 15 — Aeronautical Information Management*, AIM is defined as the “dynamic, integrated exchange of quality assured Aeronautical Information (AI) (see also Definitions).

The annex contains standards and recommended practices for the provision of service. It describes the State’s responsibilities for the provision of information necessary for the safety, regularity and efficiency of air navigation, suitable for the operational requirements of the air traffic management system.

- >> Background
- >> Key messages
- >> Key milestones (implementation & ICAO provisions)
- >> Link to Concept
- >> Implementation information (& graphical timeline)
- >> FAQ
- >> Link to download brochures
- >> Contact us *

Progress Update

Work In Progress

- Publish the concept and populate website in Q3-Q4 2025
 - Material for sharing available
- Doc 8126 volume IV (4) expected in Q4 2025
- Work to amend the Annexes and PANS has started
- 2025 – communication has started
- 2026-2028 – workshops and info sessions

Key milestones

- November 2030: DORIS related SARP Effective date.
- November 2030 onwards: States to undertake implementation steps.
- November 2032: DORIS related SARP Applicability date.
- November TBD: **Sunset** date for NOTAM and AIP SUP

Key Takeaways

Key takeaways

Why change?

- Make better decisions in real-time, safer and efficient operations

What is DORIS?

- A small data set that modifies the baseline data
- Replaces NOTAM and AIP SUP

What is the next intended user?

- Technology Systems

What are prerequisites?

- DDS, SWIM, Receiving Systems ready, Coding specs, Data Viewers

Key takeaways

Where will we find information?

- ICAO Website > Aeronautical Information Management

Will the way we do the work change?

- Roles will remain, but how the work is done will change
- New knowledge, but no need to be a coding expert!

When will NOTAM / AIP SUP be discontinued?

- TBD (but it will happen)

Thank You