



ICAO

International Civil Aviation Organization

Twenty-First Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/21)

Bangkok, Thailand, 19 – 22 May 2026

Agenda Item 4: AIS-AIM Updates

REGIONAL NOTAM ANALYSIS

(Presented by IFAIMA, in collaboration with the Secretariat)

SUMMARY

This paper presents the results of the Asia/Pacific Regional NOTAM Analysis conducted for 2026, including trends related to old and very old NOTAMs, observations on repetitive NOTAM replacement practices, and identified challenges associated with the implementation of relevant provisions of the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066).

1. INTRODUCTION

1.1 AAITF/13 in 2018 discussed the continuing existence of NOTAM containing information of permanent validity that had not been transferred to AIP or AIP Supplement (AIP SUP) in a timely manner and developed the following Conclusion, subsequently agreed by ATM/SG/6:

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.*

1.2 AAITF/13 had agreed to the following Task:

Task number	13/4
Action Item:	Periodic sampling of NOTAM PIB to examine the proliferation of PERM and long-term temporary NOTAMs
Time Frame:	Ongoing
Responsible party:	IFAIMA and Secretariat.

1.3 ICAO Headquarters initiated the Global Campaign on NOTAM Improvement and held the several webinars in 2021. The first phase of the campaign was focused on eliminating old NOTAMs. ICAO developed a specific tool, the NOTAMeter, which analyzes the age of NOTAM issued by member States. The NOTAMeter distinguishes between **Current** (*less than 3 months*), **Old** (*more than 3 months but less than 1 year*), and **Very Old** NOTAM (*more than 1 year*).

2. DISCUSSION

Regional NOTAM Analysis

2.1 ICAO APAC Regional Office and International Federation of Aeronautical Information Management Associations (IFAIMA) have conducted Regional NOTAM Analysis for several years using various methodologies and data sources, including NOTAM checklists, AIS websites, and the ICAO API Data Service (<https://applications.icao.int/dataservices/default.aspx>).

2.2 Although the ICAO API Data Service remains operational, the NOTAM database has not been updated since late 2025. Consequently, due to the limited availability of reliable NOTAM data sources, the Regional NOTAM Analysis for 2026 was conducted manually using NOTAM checklists issued by APAC States/Administrations.

2.3 For the purpose of this analysis, all NOTAMs issued in 2025 and earlier were classified as old NOTAMs. It is acknowledged that some NOTAMs issued during early 2026 may also qualify as old NOTAMs. However, due to limited data sources and time constraints, such NOTAMs, as well as very old NOTAMs, could not be comprehensively identified during the analysis.

2.4 As of 1 May 2026, a total of **7,571** active NOTAMs were identified in the APAC Region. Of these, approximately **488** NOTAMs (about 6 per cent) were classified as old NOTAMs, including both old and very old NOTAMs.

2.5 **Figure 1** provides a summary of the Asia/Pacific Regional NOTAM Analysis conducted over the past six years. The analysis indicates that the total number of NOTAMs has increased by **26%**, while the number of old NOTAMs has decreased by **4%**.

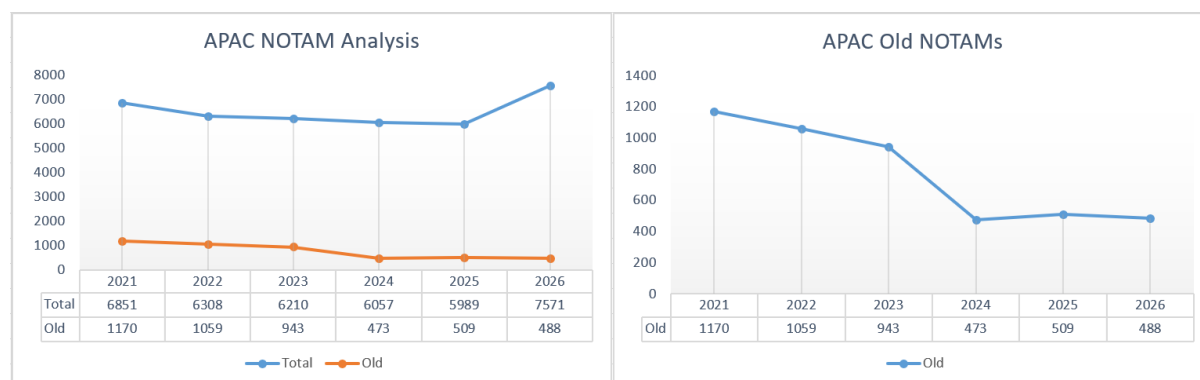


Figure 1: Regional NOTAM analysis

2.6 **Table 1** shows details of Asia/Pacific Regional NOTAM analysis of 2025 and 2026.

Administrations	Regional NOTAM Analysis (as of 15 May 2025)				Regional NOTAM Analysis (as of 01 May 2026)			
	Total	Not old	Old	%	Total	Not old	Old	%
Afghanistan	61	61	0	0%	53	53	0	0%
Australia	819	710	109	13%	758	694	64	8%

Administrations	Regional NOTAM Analysis (as of 15 May 2025)				Regional NOTAM Analysis (as of 01 May 2026)			
	Total	Not old	Old	%	Total	Not old	Old	%
Bangladesh	38	29	9	24%	50	35	15	30%
Bhutan	-	-	-	-	-	-	-	-
Brunei Darussalam	-	-	-	-	-	-	-	-
Cambodia	3	3	0	0%	12	12	0	0%
China	1092	986	106	10%	1517	1377	140	9%
Cook Islands	3	3	0	0%	-	-	-	-
DPR Korea	2	2	0	0%	-	-	-	-
Fiji	42	42	0	0%	108	83	25	23%
Hong Kong, China	32	32	0	0%	24	24	0	0%
India	696	539	157	23%	1176	1025	151	13%
Indonesia	63	63	0	0%	216	215	1	0%
Japan	1171	1171	0	0%	1499	1499	0	0%
Kiribati	1	0	1	100%	-	-	-	-
Lao PDR	9	6	3	33%	19	16	3	16%
Macao, China	9	9	0	0%	7	7	0	0%
Malaysia	322	322	0	0%	374	374	0	0%
Maldives	16	15	1	6%	15	12	3	20%
Marshall Islands	29	29	0	0%	-	-	-	-
Micronesia	-	-	-	-	-	-	-	-
Mongolia	9	9	0	0%	28	28	0	0%
Myanmar	-	-	-	-	-	-	-	-
Nauru	5	5	0	0%	-	-	-	-
Nepal	17	17	0	0%	-	-	-	-
New Zealand	138	137	1	1%	126	124	2	2%
Pakistan	25	24	1	4%	28	28	0	0%
Palau	-	-	-	-	-	-	-	-
Papua New Guinea	64	45	19	30%	105	84	21	20%
Philippines	498	413	85	17%	513	456	57	11%
Republic of Korea	404	404	0	0%	388	388	0	0%
Samoa	7	2	5	71%	8	6	2	75%
Singapore	185	185	0	0%	206	206	0	0%
Solomon Islands	13	13	0	0%	17	17	0	0%
Sri Lanka	6	6	0	0%	21	21	0	0%
Thailand	129	123	6	5%	226	226	0	0%
Timor Leste	6	4	2	33%	-	-	-	-
Tonga	6	5	1	17%	13	13	0	0%
Tuvalu	-	-	-	-	-	-	-	-
Vanuatu	19	19	0	0%	-	-	-	-
Viet Nam	50	47	3	6%	64	64	0	0%

Table 1: NOTAM statistics of Asia/Pacific Administrations

2.7 As presented at AAITF/20, Fiji has been delegated the responsibility for promulgating internationally distributed NOTAMs on behalf of several Pacific Island States located within the Nadi Flight Information Region (FIR). Due to limited availability of source data, the NOTAMs issued on behalf of those States were not analyzed separately.

2.8 As of 1 May 2026, the following 15 States/Administrations had zero old NOTAMs identified through the analysis:

Afghanistan, Cambodia, Hong Kong China, Japan, Macao China, Malaysia, Mongolia, Pakistan, Republic of Korea, Singapore, Solomon Islands, Sri Lanka, Thailand, Tonga and Viet Nam

2.9 **Figure 2** presents the number of old and very old NOTAMs categorized by year of issuance. Notably, a total of 390 old NOTAMs were issued over the past two years—332 in 2025 and 58 in 2024.

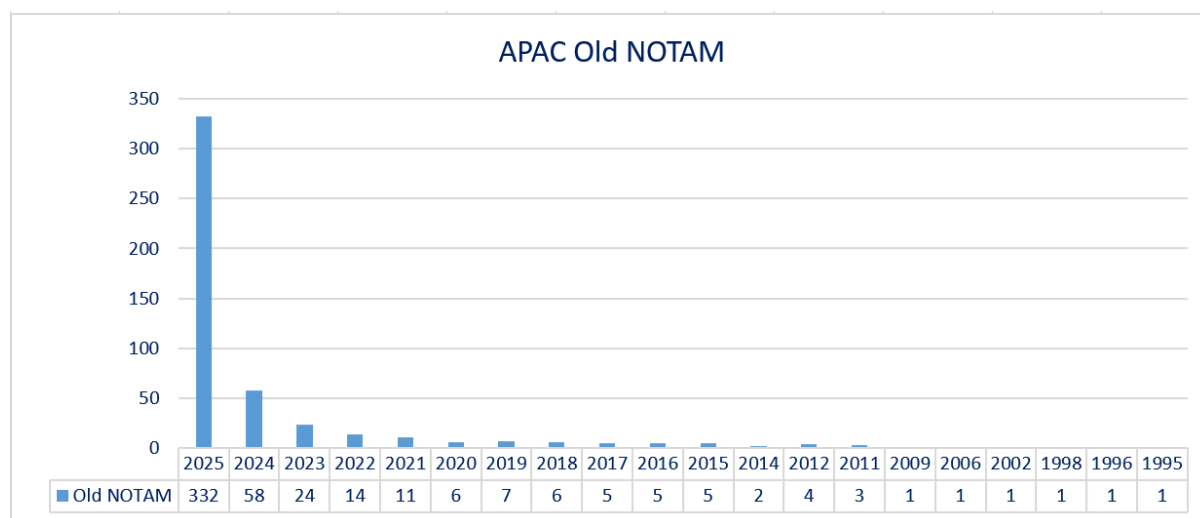


Figure 2 Old NOTAMs by year

2.10 This significant concentration within a short time frame underscores the inadequate implementation of procedures 6.1.4.4 and 6.1.4.5 as prescribed in the Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM, Doc 10066).

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.

2.11 While the reduction in the number of old and very old NOTAMs is encouraging, another concerning trend has emerged within the Asia/Pacific Region. In some cases, Administrations appear to be repeatedly replacing NOTAMs in order to avoid their classification as old NOTAMs in regional analyses. This practice, referred to in this paper as “repetitive NOTAM replacement”, may mask underlying deficiencies in NOTAM management processes.

Example 1: The following information has remained valid since 23 April 2024 and has been promulgated through nine successive NOTAMs with different reference numbers:

B1383/24 NOTAMN
 A) B) 2404230946 C) 2405230800 EST
 E) DVOR/DME 116.7MHZ/CH114X, DME PART ON TEST, DO NOT USE
 (AWAITING FLTCK VERIFICATION).

B1816/24 NOTAMR B1383/24
B3340/24 NOTAMR B1816/24
B5256/24 NOTAMR B3340/24
B0663/25 NOTAMR B5256/24
B2211/25 NOTAMR B0663/25
B4520/25 NOTAMR B2211/25
B6508/25 NOTAMR B4520/25

B1384/26 NOTAMR B6508/25
A) B) 2604070748 C) 2607072359 EST
E) DVOR/DME 116.7MHZ/CH114X, DME PART ON TEST, DO NOT USE
(AWAITING FLTCK VERIFICATION).

Example 2: the following information has remained valid since 24 August 2021 and has been promulgated through twenty successive NOTAMs with different reference numbers:

A0287/21 NOTAMN
A) B) 2108240950 C) 2111272359 EST
E) LASER ILLUMINATION IS LIKELY TO TAKE PLACE FROM UNKNOWN...

A0388/21 NOTAMR A0287/21
A0028/22 NOTAMR A0388/21
A0100/22 NOTAMR A0028/22
A0173/22 NOTAMR A0100/22
A0318/22 NOTAMR A0173/22
A0061/23 NOTAMR A0318/22
A0163/23 NOTAMR A0061/23
A0248/23 NOTAMR A0163/23
A0393/23 NOTAMR A0248/23
A0063/24 NOTAMR A0393/23
A0194/24 NOTAMR A0063/24
A0320/24 NOTAMR A0194/24
A0434/24 NOTAMR A0320/24
A0054/25 NOTAMR A0434/24
A0191/25 NOTAMR A0054/25
A0306/25 NOTAMR A0191/25
A0459/25 NOTAMR A0306/25
A0025/26 NOTAMR A0459/25

A0124/26 NOTAMR A0025/26
A) B) 2605040930 C) 2608042359 EST
E) SPORADIC LASER ILLUMINATION MAY TAKE PLACE FROM UNKNOWN ...

2.12 Repetitive NOTAM replacement may indicate inadequate implementation of paragraph 6.1.4.6 of PANS-AIM (Doc 10066), which states:

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.

2.13 Such deficiencies should be identified through safety oversight activities conducted by AIS inspectors and corrected within an established timeframe. Failure to address these deficiencies may result in a non-satisfactory outcome against the following ICAO USOAP CMA Protocol Question:

7.289 Has the State established and implemented a mechanism/system with time frame for the elimination of deficiencies identified by AIS inspectors?

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-AIM.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) take immediate action to ensure full compliance with NOTAM procedures in ICAO Doc 10066 PANS-AIM and in accordance with *Conclusion ATM/SG/6-14*;
- c) discuss any relevant matters as appropriate.

— END —