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**Agenda Item 6: NOTAM global campaign**

**Follow-up to the objectives of the NOTAM global campaign**  
(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper follows up on the NOTAM global campaign launched in 2021 by ICAO.	
<b>Action:</b>	The suggested action appears in Section 4.
<i>Strategic objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air navigation capacity and efficiency</li><li>• Economic development of air transport</li><li>• Environmental protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• SAM/AIM/14 meeting report</li><li>• 2021 webinars on the NOTAM Global Campaign</li><li>• NOTAM workshop for the SAM Region</li></ul>

**1. Introduction**

1.1 ICAO launched the NOTAM Global Campaign to eliminate old and very old NOTAM messages from the system.

1.2 The SAM Region followed up on the objectives of the NOTAM Global Campaign at the SAM/AIM/14 and at the follow-up teleconference held on the first quarter of 2021.

1.3 The Secretariat organised the NOTAM workshop to support capacity building in order to tap into the opportunities for improvement identified in the preparation and issuance of NOTAM messages.

**2. Discussion**

2.1 ICAO, in order to support safety and situational awareness, and concerned about the existence of a large number of valid NOTAMs in the system that exceeded the validity period stipulated in Annex 15 - Aeronautical Information Services and in Doc 10066 - PANS-AIM, launched the NOTAM Global Campaign in 2020.

2.2 In the context of the Global Campaign, ICAO created the NOTAMeter website ([NOTAMeter \(icao.int\)](https://www.icao.int/NOTAMeter)) and organised a series of webinars to support the phasing out of old and very old NOTAMs.

2.3 In the SAM Region, the Secretariat supported the campaign at the SAM/AIM/14 meeting and organised a NOTAM workshop in September 2022.

2.4 At the NOTAM workshop held in September 2022, emphasis was placed on the framework for the preparation and issuance of NOTAM messages.

2.5 At that same workshop, States were urged to consider the framework to improve the quality of NOTAM messages and to avoid the inclusion of points not considered in NOTAM messages.

2.6 The workshop showed that, according to the NOTAM framework, repeated NOTAM substitutions were clearly a violation of the original intent of a NOTAM.

2.7 The Meeting must note that there may be several reasons for the existence of an OLD NOTAM:

- a) An EST NOTAM (with an estimated end date) has not been cancelled or replaced prior to the date specified in item C and, therefore, remains in the system.
- b) A PERM NOTAM has not been transferred to the AIP or other appropriate publication. PERM NOTAMs should never remain in the system for more than 3 months.
- c) A routine NOTAM has been incorrectly promulgated for a period of more than 3 months.

2.8 NOF Offices should keep a watchful eye on NOTAM checklists to see if NOTAMs with a validity of more than three (03) months are observed, proceed to include them in the AIP or, if applicable, proceed to their cancellation. Remember that NOTAMs are important information for the Pre-Flight Information Bulletin, and eliminating superfluous information will make it a more useful and usable tool for pilots.

2.9 Furthermore, in order to avoid old NOTAMs, , the NOF Office should proceed to apply the following procedure:

- a) **Eliminate**
  - I. Identify old and very old NOTAMs and their causes.
  - II. Eliminate the existing old NOTAMs, for instance, by transferring the information to the appropriate publication.
- b) **Resist**

If you receive a request to issue a NOTAM that you know should be in an AIP AMDT, AIC, AIP SUP, or other document instead, instruct the issuer and do not publish the NOTAM.
- c) **Requests**

If you are not sure how to deal with an old NOTAM situation, find out more. You can get help from your ICAO Regional Office or ICAO Headquarters, AIS/AIM groups or the AIS community in other States.

2.10 The Meeting should note that a NOTAM message should never be active for more than three months, and should never be replaced more than once.

2.11 **Appendix A** shows the status of old and very old NOTAMs active in the system for the SAM Region.

2.12 The Meeting will note that while very old NOTAMs have decreased, old NOTAMs have increased.

**3. Suggested action**

3.1. The Meeting is invited to:

- a) take note of the information provided in this working paper;
- b) support the actions recommended in items 2.7 to 2.9 to prevent the generation of old and very old NOTAMs;
- c) take measures to eliminate old and very old NOTAMs that are currently active in the system; and
- d) take any other action it may deem appropriate.

**Figura 1: Analisis de la Tendencia para la Región SAM**

**Figure 1: Trend Analysis for the SAM Region**

### Trend Analysis by Region

Select a region, or click **WORLD** for all:

WORLD APAC ESAF EUR/NAT MID NACC SAM WACAF

Total NOTAM

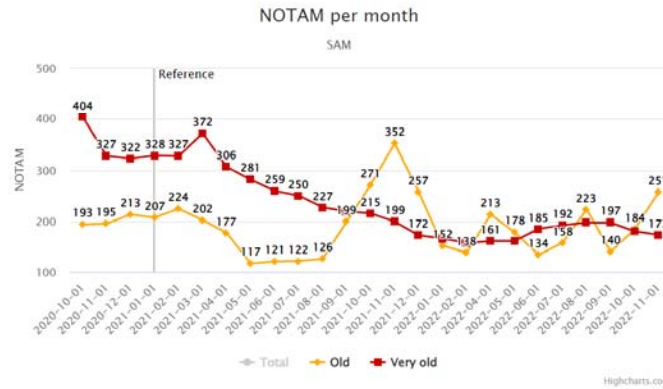
2296

Old NOTAM

257 (11.2%)

Very Old NOTAM

173 (7.5%)



**Figura 2: Progreso de OLD NOTAM en la Región SAM**

**Figure 2: Progress of OLD NOTAM in the SAM Region**



**Tabla de OLD y VERY OLD NOTAM: Region SAM**

**Table of OLD and VERY OLD NOTAM: SAM Región**

State	Region	Total	NOTAM			
			Old	Old (%)	Very old	Very old (%)
<b>Argentina</b>	SAM	769	113	<b>14.7</b> 14.2	67	<b>8.7</b> -1.5
<b>Bolivia (Plurinational State of)</b>	SAM	53	2	<b>3.8</b> -7	18	<b>34</b> 4.7
<b>Brazil</b>	SAM	300	0		0	
<b>Chile</b>	SAM	579	61	<b>10.5</b> 4	0	
<b>Colombia</b>	SAM	203	38	<b>18.7</b> 12.4	40	<b>19.7</b> -4.1
<b>Ecuador</b>	SAM	46	15	<b>32.6</b> 32.6	3	<b>6.5</b> -16.2
<b>Guyana</b>	SAM	1	0		0	
<b>Panama</b>	SAM	33	0		3	<b>9.1</b> 1.4
<b>Paraguay</b>	SAM	16	0		0	
<b>Peru</b>	SAM	110	8	<b>7.3</b> 3.5	28	<b>25.5</b> 1.2
<b>Suriname</b>	SAM	7	0		0	
<b>Uruguay</b>	SAM	95	0		3	<b>3.2</b> -1.5
<b>Venezuela (Bolivarian Republic of)</b>	SAM	84	20	<b>23.8</b> 8.9	11	<b>13.1</b> 6.7