



International Civil Aviation Organization

MID ATS Message Management Center Steering Group

Second Meeting (MIDAMC STG/2)
(Cairo, Egypt 10 - 12 March 2015)

Agenda Item 4: Enhancement of the MID AFS Network Services

LOCATION INDICATOR "ICAO" IN DOC 7910, EDITION 154

(Presented by the Secretariat)

SUMMARY
This paper presents a problem has been reported with regard to edition 154 of the Location Indicator Document 7910.
Action by the meeting is at paragraph 3.
REFERENCES
- edition 154 of the Location Indicator Document 7910
- HLSC WP/09

1. INTRODUCTION

1.1 The Second High Level Safety Conference was at ICAO Headquarters, Montréal, 2-5 February 2015.

1.2 Location Indicators (ICAO Doc 7910), contains list of ICAO Four-letter Location Indicators and, for ease of reference, corresponding three-character, International Air Transport Association (IATA) location identifier codes for geographical locations throughout the world.

2. DISCUSSION

2.1 The meeting may wish to note that entry "ICAO" has been added to ICAO Location Indicator Document 7910. It does not have a star (*) next to it to indicate "not connected to the AFS". This means that at some unknown location(s) there are AFS stations (AFTN, AMHS or ground/ground voice) which are identified and served by this Location Indicator.

2.2 In this frame, the EUR AFS pointed out that if there is an intention to send either an AFTN or an AMHS message to such an "ICAO" address, it will never reach the intended recipient. COM centres all around the world do not know who the intended recipient is and consequently where to route the message.

2.3 Furthermore, the rules for assignment have not been observed (there is no ICAO routing area starting with “I”, there is no PRMD name registered for ICAO (for AMHS)), and there are no relevant explanatory notes in the document.

2.4 To sum up, if this Location Indicator is to be used in a communication context, it will not work as is. Accordingly, if it is to be used solely for identifying some particular location without communication expectations, this should be indicated in the Document 7910.

2.5 Based on the above, EUR Region obtained the following explanation:

2.5.1 That in answering an urgent need to address safety and security to Civil Aviation in the aftermath of the downing of MH17 ICAO established a senior level task force related on risks to Civil Aviation arising from conflict zones. The members of the taskforce – States and International Organizations including Eurocontrol – developed a 12 items work program including the urgent need to develop an effective mechanism to share information related to conflict zones with using the existing NOTMAM system.

2.5.2 For this purpose the Task Force established a designated working group with a selected number of States and International Organization, again including Eurocontrol to assess all possible solutions how to more effectively use existing technologies. During the course of their actions the working group explored a centralized AFTN identifier for the dissemination of NOTAMS related to conflict zones that would not be associated with any State. For this purpose the Working Group recommended that ICAO create a unique location identifier and extensively tested this solution on the AFTN network. **Appendix A** is Working Paper that was presented to the High Level Safety Conference 2015 and it provides more details.

2.6 Given the mandate from the High Level Safety Conference ICAO is developing a prototype for a centralized information sharing capability related to risks from conflict zones and will assess all possible solutions.

2.7 Based on the above explanation and since AFTN-Addresses with the Location Indicator “ICAO” are not routable in AFS (AFTN as well as AMHS), EUR Region requested all Regions to provide a response how ICAO MID Region will deal with this issue.

2.8 The meeting may wish to note that the establishment of the ICAO identifier, remains to be assessed in detail over the course of the next few months by the Task Force.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper and take action, as appropriate.



International Civil Aviation Organization

WORKING PAPER

SECOND HIGH-LEVEL SAFETY CONFERENCE 2015 (HLSC 2015) PLANNING FOR GLOBAL AVIATION SAFETY IMPROVEMENT

Montréal, 2 to 5 February 2015

Theme 1: Reviewing the current situation

Topic 1.2: Emerging safety issues

EFFECTIVE USE OF EXISTING NOTAM SYSTEM TO DISSEMINATE INFORMATION RELATED TO CONFLICT ZONES

(Presented by the ICAO Secretariat)

SUMMARY

This working paper presents a progress report on one of the initiatives undertaken in response to recommendations of the Task Force on Risks to Civil Aviation arising from Conflict Zones (TF RCZ) regarding the use of the existing notice to airmen (NOTAM) system to make available information concerning conflict zones.

Action: The conference is invited to:

- a) note the progress of the working group formed to identify effective use of the existing NOTAM system to make available information concerning conflict zones;
- b) urge States to participate in the sharing of information in an expedited manner, pertaining to measures taken to mitigate the hazards to civil aircraft operations posed by overflight in areas experiencing conflict;
- c) consider supporting the development of new provisions to strengthen the management of risks related to conflict zones; and
- d) consider the integrated approach for a prototype of a centralized information capability encompassing NOTAMs and other types of information (HLSC/15-WP/13 refers).

1. INTRODUCTION

1.1 The Task Force on Risks to Civil Aviation arising from Conflict Zones (TF RCZ) examined the issues surrounding the availability of information concerning measures enacted as a result of potential hazards to aircraft operations in areas of conflict. The task force considered that the degree to which all information promulgated concerning such measures could be shared and used for risk-based decision making could be improved and, in particular, the ability to have access to all related notice to airmen (NOTAM) information needed examination.

1.2 A working group of the TF RCZ, comprised of members from Australia, Canada, Japan, United Kingdom, United States, European Organisation for the Safety of Air Navigation (EUROCONTROL), Civil Air Navigation Services Organisation (CANSO), International Air Transport

(3 pages)

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Association (IATA) and International Federation of Air Line Pilots' Associations (IFALPA), was tasked with examining how the information promulgated by NOTAM concerning response measures enacted due to airspace hazards posed by areas of conflict could best be shared amongst interested parties.

2. OBJECTIVES

2.1 The NOTAM working group of the TF RCZ was first convened on 5 September 2014 to conduct the following tasks:

- a) develop an initial operational concept for utilizing the existing NOTAM system to disseminate information related to conflict zones;
- b) determine the feasibility of using the existing NOTAM system to disseminate information related to conflict zones;
- c) identify enhancements to the current NOTAM system required to effectively disseminate information related to conflict zones;
- d) implement an initiative to enable global use of the NOTAM system to disseminate conflict zone information; and
- e) develop draft procedures to support the proposed operational process.

3. RESULTS

3.1 The TF RCZ NOTAM working group conducted a test to demonstrate the feasibility of creating a NOTAM repository for the purpose of making NOTAM issued as a result of hazards arising from the presence of conflicts available on a global basis. The results of this test indicated that it is feasible to use the existing NOTAM system for this purpose by associating a unique location indicator for those NOTAM and including this address for all those NOTAM issued. The outcome of this concept would be a library or repository of NOTAM issued by States that relate to restrictions and other operational notices promulgated as a result of conflicts. It would be intended that all information would be relayed or made available to States and other end users without editorial changes to the content.

3.2 The test identified a process for the centralized collection of NOTAM via secure web-based interfaces hosted on ICAO infrastructure and using a unique ICAO address (ICAOYNYX) on the aeronautical fixed telecommunication network (AFTN). To implement this would require the introduction of a new location indicator that is not associated with existing regions or States. Additionally, a non-State entity would need to ensure proper governance, addressing concerns regarding accuracy or impartiality of information made available through the global framework.

3.3 It was realized during the test that currently, the distribution of NOTAM is based on routing tables which establish predetermined address lists to receive NOTAM. Although the distribution of NOTAM is based on a request by States to receive NOTAM and thus is a bilateral process, the development of routing tables is often coordinated through the planning and implementation regional groups (PIRGs). The need to amend and adopt changes to AFTN routing directories, which is effected through agreements among States regarding the network plan, would, in many cases, require coordination through the PIRGs. States would further be required to make modifications to existing communication infrastructure to incorporate amended routing directories, incurring costs that are not yet determined. This process would be expected to take at least eighteen months.

3.4 The working group also noted that a harmonized process is essential to ensure appropriate and consistent practice when issuing NOTAM as a result of disruptions to areas of conflict. It was determined that existing NOTAM provisions are sufficient to detail the impact on operations that arise from the presence of conflict. However, further guidance in the use of existing provisions is considered necessary to ensure consistent and harmonized information is available for operators and regulatory authorities to base their risk assessment on.

3.5 In light of the results observed in creating a global address for the receipt of NOTAM detailing measures taken in relationship to conflict, the working group examined an alternative that would involve the creation of a website where details concerning the issuance of such NOTAM could be posted and shared. The working group noted that rather than try to collate the actual NOTAM issued by means of a unique address, the same result could be achieved where details of the NOTAM issued (including text) could be posted to a website created specifically for that purpose. This would have the advantage of not requiring changes to NOTAM procedures or routing tables but would require the implementation of a protocol where the NOTAM office (NOF) issuing a NOTAM concerning measures taken in response to protecting civil aircraft operations from hazards associated with conflict would also post those details to a dedicated website with regulated access. The working group further noted that the website could also serve to share information that was promulgated by other means such as aeronautical information circulars (AIC), Aeronautical Information Publication (AIP) Supplements, and AIP amendments.

4. CONCLUSION

4.1 The TF RCZ NOTAM working group has determined that it is feasible to create a NOTAM information repository that collates, on a global basis, information concerning those NOTAM issued as a result of potential hazards posed by areas of conflict.

4.2 The TF RCZ NOTAM working group recommends the establishment of a dedicated website where the details of NOTAM and other information promulgated as a result of measures taken to mitigate the hazards to civil aircraft operations in areas experiencing conflict.

4.3 The TF RCZ NOTAM working group recommends to combine NOTAMs and other types of information to support a comprehensive risk picture in a centralized information capability.

4.4 Further, the working group recommends development of a process and related guidance material to ensure optimized operational integration and harmonization with relevant ICAO provisions.

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