

## ICAO TV WEBINAR



**Participants do not have audio/video**



**Please submit your Q&As through the button below**



**Please use the chat function for comments**



**You can like other people's questions to move it to top of list**



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# NOTAM2021

Working together to eliminate old NOTAM



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# Opening Remarks

**Stephen P. Creamer, Director, ANB**



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# The Story of old NOTAM

Presented by

**Mark Zee, Founder OPSGROUP**

**Capt. Lauri Soini, Airline pilot, IFALPA**



## The NOTAM Problem

- Flight crews are presented with **all NOTAM** on their route – sorting and filtering not reliable.
- The **number of NOTAM** has grown from 250,000 in 2000, to **1.7 million** in 2020.
- Pre-flight briefings are 30-200 pages long. Critical information is missed.
- **Air Canada 759** serious incident at SFO brought global attention to NOTAM problem.



*NTSB calculated that AC759 cleared three aircraft on the taxiway by only 14 feet, and was **1 second** from collision during go-around.*

*A critical NOTAM had been missed by the crew!*



## Bloated Briefings

- A typical medium range, 3hr flight can generate **30 pages** of NOTAM
- A typical long range, 12hr flight can generate more than **200 pages** of NOTAM

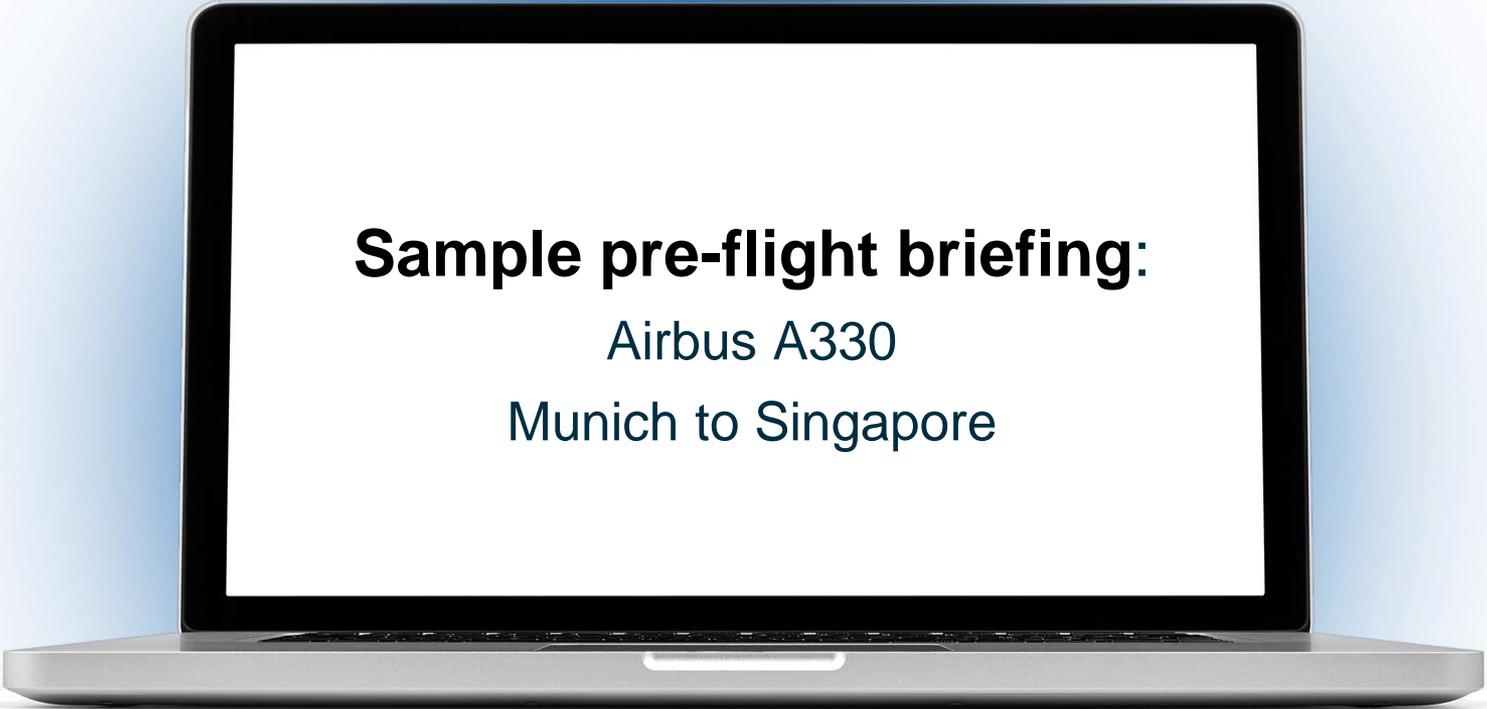




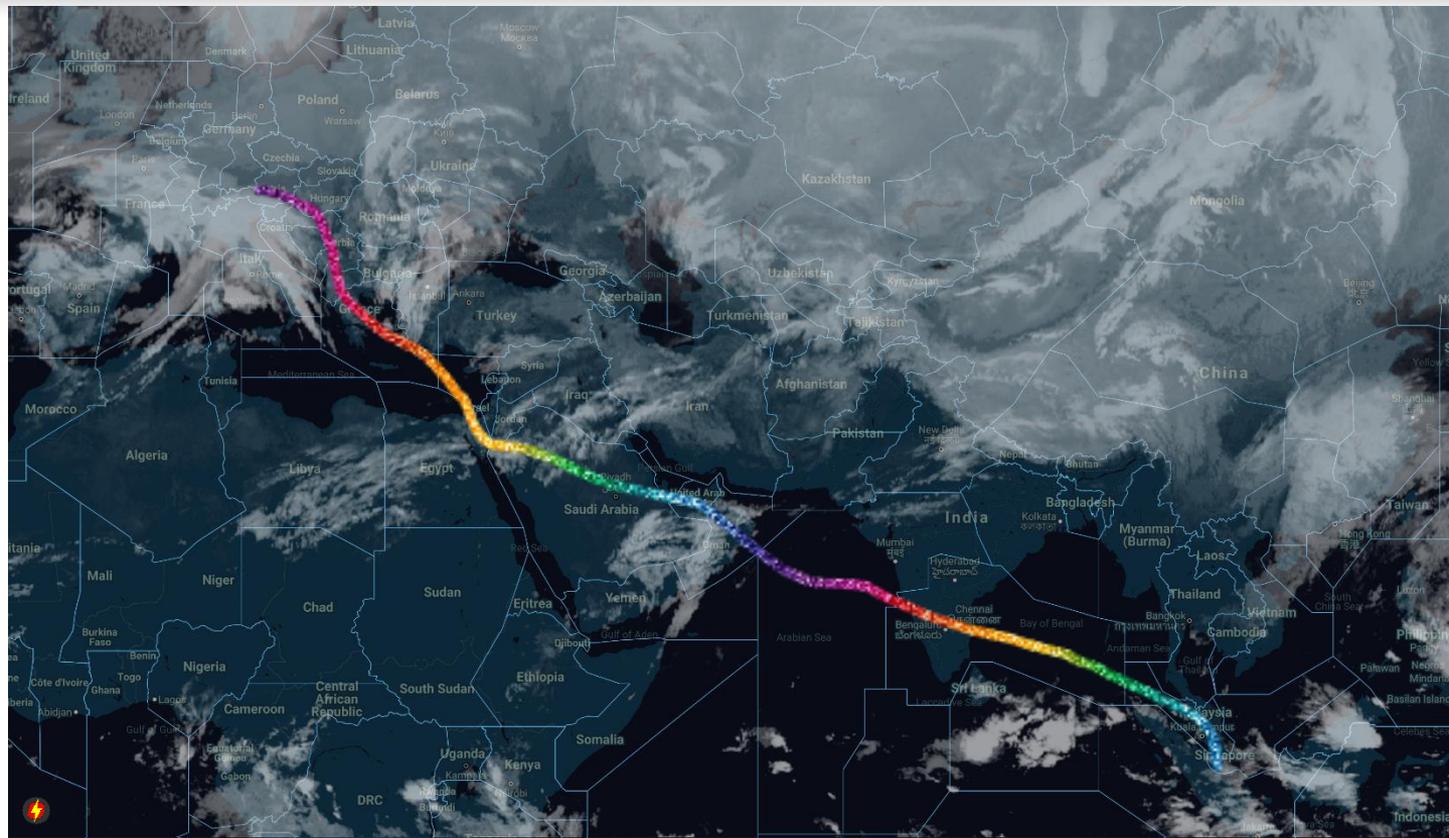
| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

A laptop computer is shown from a front-facing perspective, slightly angled. The screen is white and displays the following text in black. The laptop is silver and has a black bezel around the screen.

**Sample pre-flight briefing:**  
Airbus A330  
Munich to Singapore



**FLIGHT BRIEF**  
**A330-243**  
**EDDM-WSSS**

**DIST:6225 nm**  
**GSPD:502 kts**  
**GC TRK:117°**  
**FUEL:61,746 kg**

- RUNNING PLAN** ☀
- ADDING WEATHER**
- GETTING NOTAM**
- MORE NOTAMS**
- EVEN MORE NOTAMS**

**BRIEFING READY**



# FLIGHT BRIEFING

NOTAMS

NOTAMS

NOTAMS

NOTAMS

NOTAMS



Here's the brief we made: let's take a look.

The image displays a large grid of NOTAMs (Notices to Airmen) organized into five vertical columns. The first column is highlighted with a yellow border and contains several pages of text, including a map. The remaining four columns are highlighted with an orange border and contain dense text. The grid represents a flight briefing document.



0230-0930 1330-1830 VED-68 SIRKIM FIELD FRNG RANGE ACT FL / FL199  
 VECF A0161/21 01FEB0200-06FEB1000  
 0300-1000 VED-56 DARANGA FIELD FRNG RANGE ACT FL / FL131  
 VECF A0168/21 01FEB0230-26FEB1230  
 01-05 09-12 15-19 22-26 0230-1230 DONGABAHAL PROOF RANGE ACT WI COORDS 202000 TO 202400N AND 0831100 TO 0831900E FL / FL020  
 VECF A0167/21 03FEB0130-27FEB1430  
 03-05 10-13 15-18 24-27 0130-0830 0930-1430 VED-50 ACT AND BPTA FLY WILL BE CARRIED OUT WI COORD: POINT A 191740.33N 0845512.40E, POINT B 191740.33N 084474722.85E, POINT C 185601.98N 0845238.50E, POINT D 191219.81N 0851455.05E AND POINT E 191740.33N 08450512.40E FL / FL200  
 VECF A0148/21 01FEB0200-27FEB1300  
 01-06 08-13 15-20 22-27 0200-0329 1031-1300 ARTILLERY FRNG ACT BY PXE WILL TAKE PLACE WI AREA BOUNDED BY POINT A(212730N 087200E), POINT C(211140N 0871900E), POINT B(210400N 0865130E) AND THEN TO POINT A(212730N 087200E) ALONG THE COASTLINE FL / FL249  
 VECF A0112/21 16JAN0110-31MAR1200  
 0110-0400 1000-1200 FREE HOT AIR BALLOON FLT ACT WILL TAKE PLACE WI AREA BOUNDED BY 16NM FM COORD 242853.02N 0900123.43E FL / FL050  
 VECF 00020/21 13JAN1048-27JAN2359 EST  
 ATS ROUTE CONNECTIVITY FOR FLIGHT PLANNING AND OPERATIONS TO/FROM DARBHANGA AIRPORT (VEDH) IS AS BELOW:  
 VERTICAL LIMIT: FL100F/250 AIRSPACE CLASSIFICATION: CLASS D LONGITUDINAL SEPARATION: 50NM ROUTE WIDTH: 20 NM  
 DETAILS OF THE ROUTINGS ARE AS BELOW: 1) FROM/TO ATS ROUTES R325/01W/105 (BI-DIRECTIONAL): -TAXOP- RUKNI- TR 306/129 - 34.3 NM - MFA/4000 FEET- VEDH (261138.94N 0855455.38E). 2) FROM PPT VOR (UNI-DIRECTIONAL EB ONLY): - PPT VOR- TR601/1 - 57.4 NM - MFA/4000 FEET - VEDH (261138.94N 0855455.38E). 3) TO PPT VOR (UNI-DIRECTIONAL WB ONLY): - VEDH (261138.94N 0855455.38E) - TR300/1 - 16.2 NM - IPLAS - MFA/4000 FEET - 5335 - PPT VOR ATS UNIT FREQ: DARBHANGA TOWER: 123.5 MHZ PATNA APPROACH: 121.1 MHZ (APP), 118.3 MHZ (TWR) KOLKATA ACC: 133.75 MHZ, 132.25 MHZ, 126.1 MHZ AND 120.1 MHZ FL100 / FL250  
 VECF 02019/21 13JAN1045-27JAN2359 EST  
 CONTROL ZONE FOR DARBHANGA (AF) AIRPORT (VEDH) IS ESTABLISHED AS BELOW - CIRCULAR AREA CENTRED ON ARP DARBHANGA AIRPORT (261138.94N0855455.38E) WITHIN A RADIUS OF 15 NM. VERTICAL LIMIT: FL65/020. AIRSPACE CLASSIFICATION: CLASS - D. CONTROLLING UNIT: DARBHANGA TOWER. FREQUENCY: 123.5 MHZ. TELE FAX: 06272-225022 AND WATCH HOUSE: HQ, FL/055  
 VECF A0085/21 14JAN0200-20FEB1130  
 0200-1130 AERIAL LIDAR SURVEY WILL TAKE PLACE WI AREA: 241200N0875900E, 241200N0882500E, 22500N0884100E, 220400N081000E, 220700N0875200E, 231000N0891200E, 232300N0880000E, 241200N0875900E FL037 / FL055  
 VECF A0053/21 11JAN130-31MAR1200  
 0130-0400 1000-1200 FREE HOT AIR BALLOON FLT ACT WILL TAKE PLACE WI AREA BOUNDED BY 12NM FM COORD 234331.02N 0810144.43E FL / FL050  
 VECF A0052/21 11JAN130-31MAR1200  
 0130-0400 1000-1200 FREE HOT AIR BALLOON FLT ACT WILL TAKE PLACE WI AREA BOUNDED BY 12NM FM COORD 220848.01N 0803929.47E FL / FL050  
 VECF A0053/21 08JAN0430-06FEB1130  
 0430-1130 HOSTING OF ONE NON-LIT TETHERED SKY BALLOON WILL TAKE PLACE AS PER FLW DETAILS: 1) COORD: 232341.28N 0826203.38E 2) BASE COLOR OF BALLOON: WHITE 3) DIAMETER OF BALLOON: 12FT 4) SHAPE OF BALLOON: PEARL SHAPE FL / FL01  
 VECF A0052/21 08JAN0430-06FEB1130  
 0430-1130 HOSTING OF ONE NON-LIT TETHERED SKY BALLOON WILL TAKE PLACE AS PER FLW DETAILS: 1) COORD: 232313.80N 082403.24E 2) BASE COLOR OF BALLOON: WHITE 3) DIAMETER OF BALLOON: 12FT 4) SHAPE OF BALLOON: PEARL SHAPE FL / FL01  
 VECF A0016/21 03JAN2359-04APR2359 EST  
 VHF A3 VOICE COM FREQ 125.775 MHZ WILL BE IN OPS ON TEST BASIS ALONG THE ATS ROUTE SEGMENTS WI INDIAN AIRSPACE AS FOLLOWS. 1. ON A201 BTN ANSOS TO AAT 2. ON B465 3. ON A599 ALTN FREQ 132.25 MHZ GND/FL460 FL / FL460  
 VECF 00186/08 28OCT1130-PERM  
 VICE NOTAM NO 02019/07 DATED 22ND JANUARY 2007 IT WAS INDICATED THAT IN TERMS OF AIR TRAFFIC CONTROL ENHANCEMENT AND FINANCING SERVICES AGREEMENT EXECUTED BETWEEN IATA AND AIRPORTS AUTHORITY OF INDIA EFFECTIVE 2ND FORTNIGHT OF JAN 2007 THE RNFC FOR AIRCRAFTS OVERFLYING INDIAN FIRS WILL BE INVOICED AND COLLECTED BY IATA ON BEHALF OF AAJ IN TERMS OF SUPPLEMENT/AMENDMENT TO THE ABOVE AGREEMENT. IN ADDITION TO THE ABOVE IATA WOULD BE COLLECTING CHARGES FOR THE PERIOD 1ST APRIL 1995 TO 15TH JAN 2007 WHICH HAVE BEEN PREVIOUSLY INVOICED BY AAJ BUT NOT SETTLED BY THE OPERATORS.  
 VECF 00047/01 03APR2000-PERM  
 UNLESS SPECIFICALLY PERMITTED BY DGCA, NO ACFT IS PERMITTED TO ENTER INDIAN AIR SPACE IF DURING THE COURSE OF ITS FLIGHT, IT HAS MADE A LANDING OR IS GOING TO MAKE A LANDING AT ANY PLACE IN THE TALIBAN CONTROLLED AREAS OF AFGHANISTAN. THIS IS IN PURSUANCE OF OPERATIVE PARAGRAPH 11 OF UN SECURITY COUNCIL RESOLUTION 1333. ANY VIOLATION OF THIS PART OF THE RESOLUTION WOULD LEAD TO DENIAL OF FUTURE PERMISSION TO FLY INTO INDIAN AIR SPACE.

1 page = 10-15 NOTAMs

120 pages = 1200-1800 NOTAMs

For each NOTAM, crew should:

- 1. Read
- 2. Understand
- 3. Decide if relevant to flight

How long does this take for each NOTAM ...





OIIX A0006/21 02JAN0625-24MAR2359

REF AIP SUP 21/19 (24 OCT 19), AWY Z4 CHG AS FLW: FM ULETA TO RABER MAG TR: 056/237, DIST: 18.0 NM, MNM FL 240, RNAV5, LATERAL LIMIT 10 NM, BIDIRECTIONAL. FM RABER TO LUBIX MAG TR: 057/237, DIST: 31.4 NM, MNM FL 200, RNAV5, LATERAL LIMIT 10 NM, BIDIRECTIONAL. FM LUBIX TO SITEL MAG TR: 057/237, DIST: 43.1 NM, MNM FL 200, RNAV5, LATERAL LIMIT 10 NM, BIDIRECTIONAL. FM SITEL TO TABNI MAG TR: 057/238, DIST: 37.3 NM, MNM FL 200, RNAV5, LATERAL LIMIT 10 NM, BIDIRECTIONAL. FM TABNI TO EMESA MAG TR: 058/238, DIST: 32.2 NM, MNM FL 200, RNAV5, LATERAL LIMIT 10 NM, BIDIRECTIONAL. FM EMESA TO MSD DVOR/DME MAG TR: 058/239, DIST: 60.0 NM, MNM FL 200, RNAV5, LATERAL LIMIT 10 NM, BIDIRECTIONAL. NOTE : THIS AIRWAY DEFINED AS TACTICAL ROUTES FOR IRANIAN AIRLINES WHICH MAY BE USED ON PILOT REQUEST AND CONTROLLER APPROVAL BASED ON TRAFFIC SITUATION AND MILITARY RESTRICTION. THIS AWY SHALL NOT BE USED IN FILED FLIGHT PLAN.

LHCC A0182/21 01FEB0000-28FEB2300

0000-2300 TEMPORARY RESTRICTED AREA ESTABLISHED DUE TO MILITARY OPERATIONS AND UNMANNED AIRCRAFT WITHIN AREA BOUNDED BY THE FLW COORD POINTS: 474130N0215420E 474012N0215133E 474138N0214937E 474142N0214617E 474029N0214406E 474038N0214154E 473746N0213931E 473800N0213352E 474349N0213520E 474617N0215143E 474130N0215420E (HAJDUBOSZORMENY). FURTHER INFO ABOUT THE ACTUAL OPR HR VIA TEL: +36 30 247 6142. FL / FL035

LOVV B0042/21 13JAN0703-09APR1500 EST

TEMPORARY CABLEWAY FOR MATERIAL TRANSPORT ERECTED AREA RAURIS SEIDLWINKELTAL KELLGRABEN BOTTOM STATION SUMMIT STATION 471047N 0125823E 471057N 0125746E ELEV AT THE BASE: 1010M/3314FT AMSL 1650M/5414FT AMSL MAX HEIGHT ABOVE GROUND 75M/247FT AGL LENGTH OF CABLEWAY APRX: 860M/2822FT OBST MARKED STRAIGHT LINE DEFINED BY: 471047N 0125823E - 471057N 0125746E FL / FL057

**At an optimistic 5 seconds per NOTAM, how long will it take to read, understand, and decide on 1,200 NOTAM ...**



1,200 NOTAM  
x 5 seconds each



Time required:  
**1 hour 40 minutes**

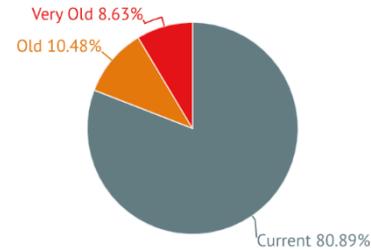


In airline and commercial flight operations, the time available for the complete crew briefing is no more than 20 minutes. It is impossible to read and understand 120 pages of NOTAM.

The result is that **important and safety-critical information is missed.**

## The NOTAM problem

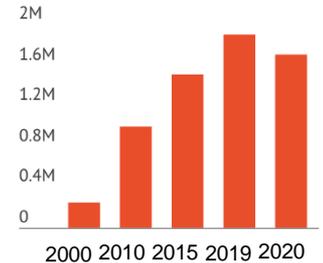
- One problem is **number of NOTAM** issued...
- **2000:** 250,000 NOTAM  
**2020:** **1,700,000 NOTAM**
- Average annual increase **100,000 NOTAM**
- 2020, first decrease by 5% due to COVID
- 20 years ago the briefing package would have been 17 pages, not 120 pages – usable.



2020: 1.7 million NOTAMs issued, up from 250,000 in 2000.



20% (numbering 7,000) of all active NOTAMs are **old**.





ICAO

CAPACITY & EFFICIENCY

NOTAM2021



ICAO

North American  
Central American  
and Caribbean  
(NACC) Office  
Mexico City

South American  
(SAM) Office  
Lima

ICAO  
Headquarters  
Montréal

Western and  
Central African  
(WACAF) Office  
Dakar

European and  
North Atlantic  
(EUR/NAT) Office  
Paris

Middle East  
(MID) Office  
Cairo

Eastern and  
Southern African  
(ESAF) Office  
Nairobi

Asia and Pacific  
(APAC) Sub-office  
Beijing

Asia and Pacific  
(APAC) Office  
Bangkok



THANK YOU



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# What do the regulations say?

Presented by

**Antonio Locandro, AIS/AIM Consultant**

**Fernando Lopes, NAV Portugal, IFAIMA**

## ICAO SARPs and Guidance on old NOTAM

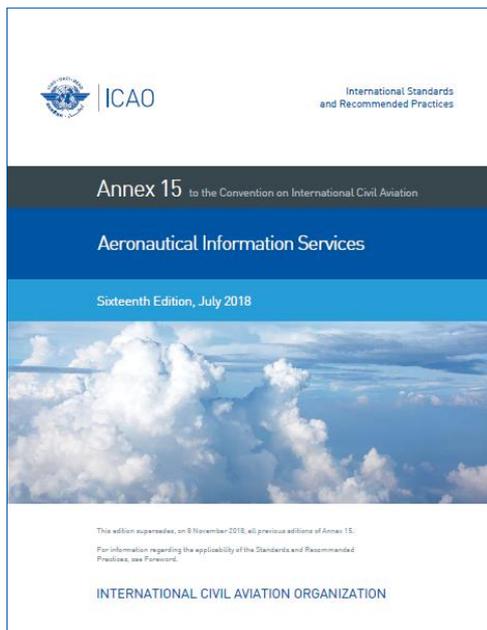
- Annex 15 – Aeronautical Information Services (16<sup>th</sup> edition, 2018)
- PANS-Aeronautical Information Management (Doc 10066, 1<sup>st</sup> edition, 2018)
- Aeronautical Information Services Manual (Doc 8126, 7<sup>th</sup> edition, 2021)







# Annex 15 – Aeronautical Information Services



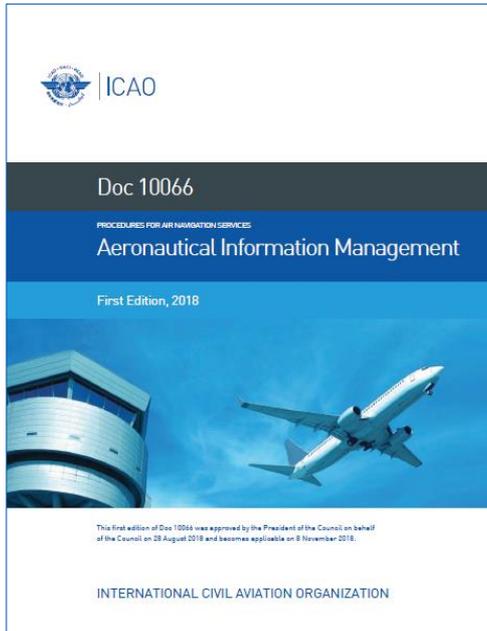
## The Annex states that ...

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**...

6.3.1.3 Temporary changes of long duration (**three months or longer**) ... shall be published as AIP Supplements.



# PANS – Aeronautical Information Management



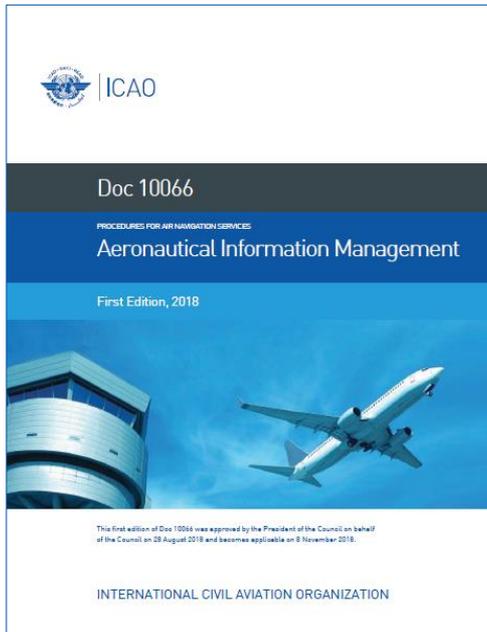
## PANS-AIM states that ...

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.



# PANS – Aeronautical Information Management



## PANS-AIM further states that ...

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.

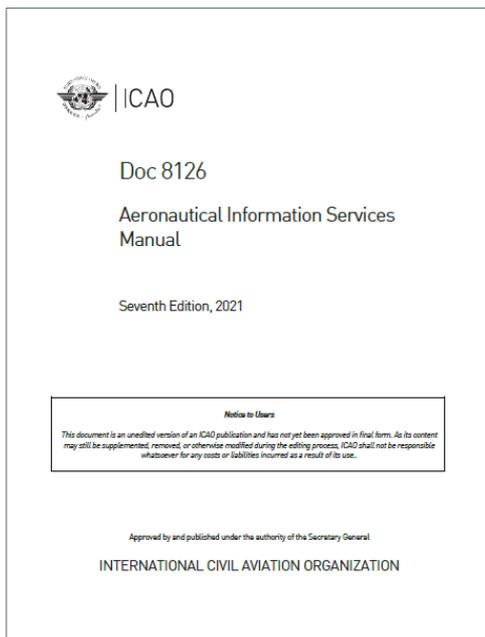


# Aeronautical Information Services Manual

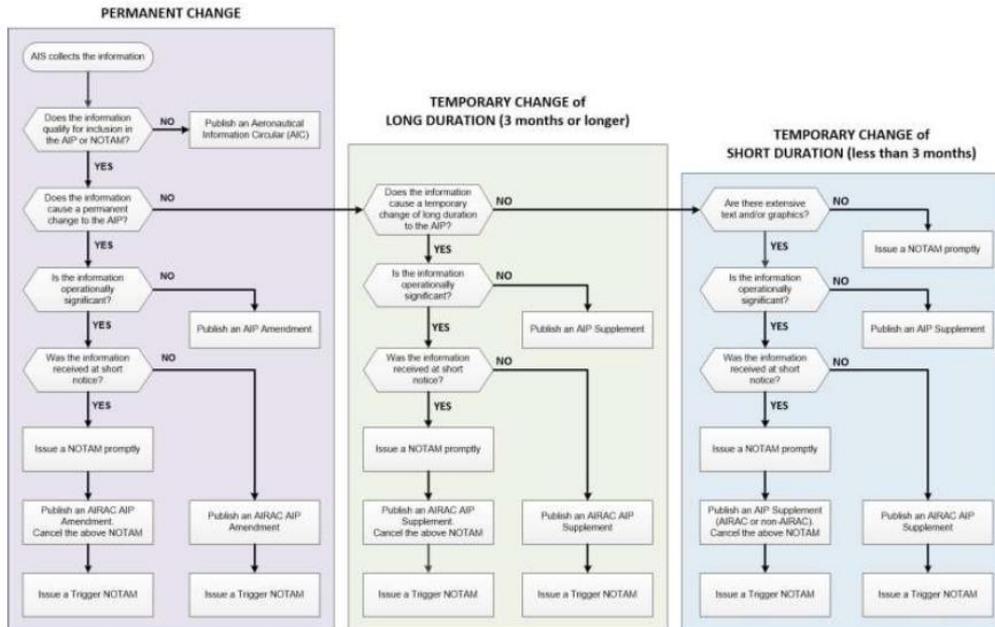
## Doc 8126, 7<sup>th</sup> edition, states that ...

6.3.7.2 If the information is of a permanent nature, then the abbreviation PERM is inserted... **PERM** is solely for **NOTAM** information that will be incorporated in the AIP, and **must be entered in the AIP as soon as possible, but not later than within three months.**

6.3.7.3 ... Any NOTAM using EST must be cancelled or replaced before the date-time specified in Item C). **Failure to cancel or replace a NOTAM using EST implies that the NOTAM will continue to be promulgated for an indefinite period of time.**



# Aeronautical Information Services Manual



Doc 8126, 7<sup>th</sup> ed., provides ...

Updated guidance on the publication of Aeronautical Information Circulars and AIRAC and non-AIRAC AIP Amendments, AIP Supplements, and NOTAM

## Let's define old NOTAM ...



**The rule:** A NOTAM should not be active for more than three (3) months, and never be replaced more than once. If this happens, it becomes an **old NOTAM**.

### Why do old NOTAMs exist?

- 1** An **EST** NOTAM (with an estimated end date) has not been cancelled or replaced before the date-time specified in Item C and therefore remains in the system.
- 2** A **PERM** NOTAM has not been transferred to the AIP or other appropriate publication. PERM NOTAM should never remain in the system for more than 3 months.
- 3** A routine NOTAM is incorrectly promulgated for a period longer than 3 months.



## Also keep in mind...



**Repetitive NOTAM replacements** are clearly in violation of the original intent of a NOTAM.



# Alternative simple way to find old NOTAM...

```

A1225/20 NOTAMR A1034/20
Q) /QKKKK/K/K/K/000/999/1354N10036E999
A) B) 2006010032 C) 2007010300 EST

A2022/20 NOTAMR A1696/20
Q) /QKKKK/K/K/K/000/999/1354N10036E999
A) B) 2009010032 C) 2010010300 EST
E) CHECKLIST
YEAR=2010 0721
YEAR=2012 1000
YEAR=2013 4629
YEAR=2014 2069 4114 4115
YEAR=2015 2291
YEAR=2016 0177 0332 0416 2266
YEAR=2017 1433 1616
YEAR=2018 0200
YEAR=2020 0049 0453 1292 1294 1296 1308 1321 1327
1362 1383 1400 1401 1408 1409 1410 1411 1412 1413
1414 1415 1416 1423 1424 1434 1441 1455 1457 1461
1465 1466 1497 1500 1501 1516 1517 1525 1539 1550
1551 1559 1560 1591 1615 1634 1657 1659 1660 1662
1691 1694 1760 1761 1776 1783 1795 1801 1802 1810
1812 1815 1822 1836 1861 1871 1897 1904 1905 1934
1939 1949 1961 1966 1967 1968 1975 1976 1977 1989
1998 2001 2004 2008 2010 2013 2014 2015 2017 2018
2021
LATEST PUBLICATIONS
    
```

**Old Aged**

## Use of NOTAM checklist:

- Find NOTAM checklist number issued three months ago
- NOTAM issued before that NOTAM checklist (issued three months ago) are considered old NOTAM
- NOTAM issued three months ago, having less than three months validity but issued well in advance of Item B), could also be identified as old NOTAM – not very common



## ICAO Working Group – Aeronautical Information Management



### WG-A's work programme includes:

- Concept of operations for a new NOTAM replacement system – target date 2028
- Revised Doc 8126, including completely revised guidance for NOTAM – just published!
- AIM Training Manual – recently delivered!
- AIM Quality Management System Manual – recently delivered!



## What can we do...



**to clean up the Pre-flight Information Bulletin  
and make it more useful and useable by pilots?**



## What can we do?



### Remove

Identify old and very old NOTAM and their causes.

Remove existing old NOTAM, e.g. by transferring the information to the correct publication.



### Resist

If you get a request to issue a NOTAM that you know should be an AIC, AIP AMDT, AIP SUP, or in another document instead, **educate the originator** and do not publish the NOTAM.



### Request

If you are not sure how to deal with an old NOTAM situation, reach out. You can get help from your ICAO regional office or HQ, AIS/AIM groups, or the AIS community in other States.



## Remember...



A **NOTAM** should never be active for more than **three months**, and never be replaced **more than once!**

## Yes we can do it!



ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# NOTAMeter explained

Presented by

**Marco Merens**

**Chief, Implementation Support, ICAO**



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# ICAO regional NOTAM challenges

Presented by

**Shane Sumner, APAC**



## Asia and Pacific (APAC) Office, Bangkok

### Inadequate regulatory oversight

- Number of old and very old NOTAMs shows poor regulation and regulatory oversight for AIS

### Slow implementation of QMS

- Only 19 of 42 Asia/Pacific States/S.A.R.s\* have implemented QMS
- Poor QMS, where implemented

### Lack of formal arrangements with data originators

- Only 12 of 42 States/S.A.R.s established formal arrangements with data originators
- Insufficient knowledge and awareness of AIS among data originators
- Raw data provided to AIS at short notice

\* 40 States and 2 Special Administrative Regions of China



## Asia and Pacific (APAC) Office, Bangkok

### Lacking empowerment of AIS

- Insufficient management support for AIS personnel
- Lacking AIS/AIM training

### Poor implementation of eAIP

- Only 12 of 42 Asia/Pacific States/S.A.R.s implemented full eAIP
- Slow adoption of automation in AIS
- Long interval between AIP amendments



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# ICAO regional NOTAM challenges

Presented by

**Keziah Ogutu, ESAF & WACAF**



## Eastern and Southern African (ESAF) Office, Nairobi & Western and Central African (WACAF) Office, Dakar

One of the biggest challenges is implementing QMS

- Slow implementation of QMS
- Lack of expertise in quality management in the region
- Limited understanding of NOTAM requirements at data source



## Eastern and Southern African (ESAF) Office, Nairobi & Western and Central African (WACAF) Office, Dakar

### Ongoing regional initiatives for service improvement

- Assistance to CAAs and ANSP personnel
- Conducting a series of workshops and training for AIS to AIM transition
- Topics include QMS, safety oversight, auditing and regulations, establishing of SLA
- Partnership between ICAO, IATA, EUROCONTROL and FAA
- APIRG/22 conclusion, e.g. effective implementation of QMS in AFI region
- Establishment of an AFI AIM Action Group



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# ICAO regional NOTAM challenges

Presented by

**Abbas Niknejad, EUR/NAT**



## European and North Atlantic (EUR/NAT) Office, Paris

### Challenges (factors contributing to NOTAM proliferation)

- Excessive publication of long-term and permanent NOTAM
- Issuing NOTAM for reason of legal protection from liability
- Use of NOTAM to re-notify information already published in AIP, AIC or SUP
- Use of NOTAM in areas of AIRAC compliance
- Long intervals between AIP amendments lead to increase in NOTAM
- Insufficient knowledge and awareness on the part of (some) originators
- Increasing number of obstacles (wind turbines), infrequent updates of obstacle charts
- ... *(full list available at the EANPG/54 Report)*



## European and North Atlantic (EUR/NAT) Office, Paris

### Strategies/best practices to address the challenges

- Timely incorporation of amendments to relevant SARPs into national regulations
- Strictly apply Annex 15 and PANS-AIM provisions related to NOTAM
- Continuous analysis of national NOTAM and taking remedial actions when needed
- Develop/update of NOTAM origination guidance and NOTAM publication procedures
- Formal arrangements with originators (SLA, etc.)
- Training and awareness campaigns for data originators and AIS staff
- Ensuring adequate oversight of the NOTAM origination and publication process
- NOTAM Review Group to conduct review of national NOTAM in order to enhance effectiveness
- Implementation of QMS to monitor compliance with NOTAM provisions
- ... *(full list available at the EANPG/54 Report)*



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# ICAO regional NOTAM challenges

Presented by

**Radhouan Aissaoui, MID**



## Middle East (MID) Office, Cairo

### Slow implementation of QMS

- Only 9 out of 15 Member States have QMS implementation

### Lack of formal arrangements with data originators

- Only 4 States fully compliant, 8 States partially compliant, 3 States without formal arrangements

### AIP production not leveraging integrated automation systems

- Long intervals between AIP AMDTs result in old NOTAM if not reviewed and integrated in AIP

### Inadequate or lack of effective regulatory oversight and enforcement

- Lack of regulatory oversight and/or skilled personnel result in high number of old NOTAM

### Old NOTAM related to conflict zone information and avoidance

- NOTAM used for conflict zone information, contingency procedures, ATS route restrictions, etc.



## Middle East (MID) Office, Cairo

### MIDANPIRG/18 conclusions

- Urging States to reduce large number of old NOTAM
- To coordinate with MID regional office for any required assistance

### Regional initiatives

- Organized webinar on AIM/QMS end of April 2021
- Established MID AIM Forum in partnership with IATA
- Several AIM events to track progress of NOTAM2021 campaign (1 Jun, 16 Aug, 18 Oct)
- Develop guidance for NOTAM promulgation
- Share experiences and lessons learned



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# ICAO regional NOTAM challenges

Presented by

**Natasha Leonora-Belefanti, on behalf of NACC**



## North American, Central American and Caribbean (NACC) Office, Mexico

### Challenges with NOTAM

- Publication of long-term and permanent NOTAM
- NOTAM exceeding time limit
- Issue of NOTAM for legal and liability reasons
- NOTAM repeating information already published in AIP, AIC or SUP
- Duplicate NOTAM (unnoticed by data originator and/or NOTAM office)
- Insufficient knowledge and awareness of (some) data originators



## North American, Central American and Caribbean (NACC) Office, Mexico

### Suggested solution strategies

- AIM TF to assist with conducting analyses, monitor progress and help find solutions
- Ensure adequate regulatory oversight from NOTAM origination to publication
- Implement SLA with all data originators, including standard NOTAM request form
- Provide NOTAM guidance for data originators
- Incorporate amendments to relevant SARPs in national regulations
- Provide regular training for NOTAM staff and data originators
- Conduct regular user meetings



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# ICAO regional NOTAM challenges

Presented by

**Romulo de Queiroz, on behalf of SAM**



## South American (SAM) Office, Lima

### Challenges and suggested solution strategies for NOTAM

- Increase awareness of data originators
- Strengthen decision making role of AIS officers
- Ensure adequate management support for AIS decisions and recommendations
- Conduct regular training for AIS staff
- Establish Service Letters of Agreement (SLA) with data originators
- Leverage use of technology and automation for publication to avoid unnecessary permanent NOTAM



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# NOTAM2021

Working together to eliminate old NOTAM

# Q&A



| ICAO

CAPACITY & EFFICIENCY

NOTAM2021

# NOTAM2021

Working together to eliminate old NOTAM

First NOTAM2021 progress webinar on **16 June 2021** at 1200 UTC