



**GREPECAS Programmes and Projects Committee (PPRC) Third Virtual Meeting
 (ePPRC/03)
 Online, 22 – 23 July 2021**

**Agenda Item 2: Follow-up to the updated GREPECAS Programs and Projects
 2.2 Air Navigation Services (ANS) Implementation in the CAR/SAM
 Regions**

**TASKS RELATED TO THE WORLDWIDE NOTAM CAMPAIGN: ELIMINATION OF
 PERMANENT NOTAMS**

(Presented by Secretariat)

EXECUTIVE SUMMARY	
The Global NOTAM Improvement Campaign (NOTAM2021) is presented in this Working Paper, where the objective is the significant global reduction in the number of old NOTAMs that are still in force and in circulation.	
Action:	Action required in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Annex 11 – Air Traffic Services • Annex 15 – Aeronautical Information Services • Doc 10066 – PANS AIM • Doc 4444 – PANS-ATM • Doc 8126 – Aeronautical Information Services Manual

1. Introduction

1.1 During the Fourth North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting (AIM/TF/4), held online on 11 May 2021, the Rapporteur presented important information on how, through the Global NOTAM 2021 Campaign at ICAO Headquarters, it has been indicated that, in one day, there may be some 35,000 active NOTAMs circulating in the world aerial transport system. In 2020, the total number of NOTAMs issued exceeded 1.7 million. Annual totals like this have risen steadily over the years, on average by more than 100,000 a year.

1.2 It is not strange for a set of pre-flight instructions, supporting a long-haul international flight, to contain more than 100 pages of NOTAM information. Results have shown that 20% of these will be **old NOTAMs**, exceeding their **three-month** applicability period.

1.3 On 8 April 2021, ICAO Headquarters launched a new Global Campaign on NOTAM Improvement (NOTAM2021) by initiating Phase 1 (see **Appendix A**), with a global webinar, in collaboration with its seven Regional Offices on the old NOTAMs.

1.4 The first presentations and recordings of the World NOTAM Campaign Webinar are available at:

<https://www.icao.int/Meetings/NOTAM2021/Pages/default.aspx>

1.5 It is reported that four (4) follow-up webinars have also been scheduled for **16 June, 31 August, 28 October, and 15 December 2021**. Follow-up webinar registration links, as well as other information about the campaign, including a NOTAMeter tool are provided on the ICAO NOTAM website

<https://www.icao.int/airnavigation/information-management/Pages/GlobalNOTAMcampaign.aspx>

2. Discussion

2.1 The objective is mainly the significant reduction of the number of old NOTAMs still in circulation. Additionally, duplicate NOTAMs also refer to the significant number of NOTES that a flight crew must read before the flight.

2.2 NOTAM Data Originators must comply with the NOTAM Details requirements and validation process.

3. Tasks related to the global NOTAM campaign

3.1 Tasks related to the Global NOTAM Campaign within the AIM/TF are to seek the development of means to help States minimize outstanding, old or permanent NOTAMs and ensure that NOTAMs are published in accordance with established Standards in Annex 15 and Doc 8126 as well as with Doc 10066 – *PANS-AIM*.

3.2 A State Letter Ref.: NT-N1-6.4 - **E.OSG - NACC86055**, dated 10 June 2021, was issued, informing the start of Phase 1 on the old NOTAMs, and inviting the States to participate in the events to come on this topic. There are also tasks to participate in the Global NOTAM 2021 Campaign, providing additional presentations and developments within the region on this topic.

3.3 The AIM/TF Rapporteur has developed a tool in MS-Excel format, the NOTAM Validity Tracking Tool (see **Appendix B**), which helps the data originator to keep a record of the NOTAMs they have published. This tool provides a start to help minimize duplicate NOTAMs and protruding NOTAMs.

4. Conclusion

4.1 The 2021 NOTAM Global Campaign will facilitate the way NOTAMs are published and used and be more secure, concise and operational.

4.2 The NOTAM data originator remains responsible for ensuring that NOTAM information is relevant and the NOF is responsible for reviewing NOTAM publication requests and advising accordingly, in order to support a secure, timely, operational and concise NOTAM.

5. Action Required

5.1 The Meeting is invited to:

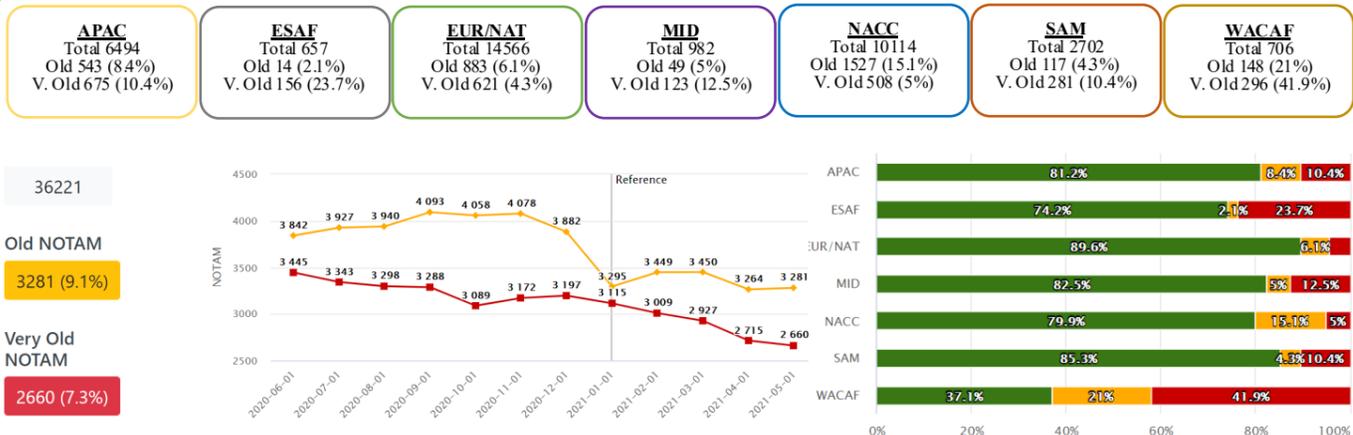
- a) review **Appendixes A and B**, and discuss any relevant related matter as appropriate;
 - b) urge States, Territories and International Organizations to participate in the Global NOTAM 2021 Campaign; and
 - b) have the State Civil Aviation Administration's carry out the necessary tasks.
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INTRODUCTION

- The number of NOTAM issued globally in a year has grown from 250 000 in 2000, to 1.7 million in 2020 and on any given day, there are some 35 000 active NOTAM circulating in the global air transport system.
- ◆ Operational safety critical NOTAM are “hidden in plain sight” in pre-flight briefing packages that are cluttered with old and administrative NOTAM.
- ◆ On average around 20% of the NOTAM in pre-flight briefing packages exceed the 3 month validity period.

TRENDS



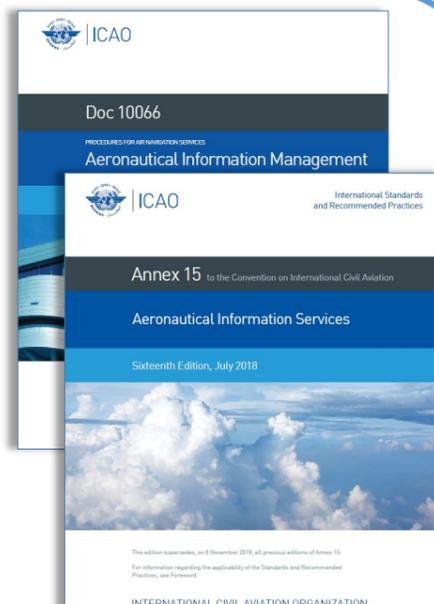
May 2021 snapshot

<https://www.icao.int/airnavigation/information-management/Pages/NOTAMeter.aspx>

ICAO PROVISIONS

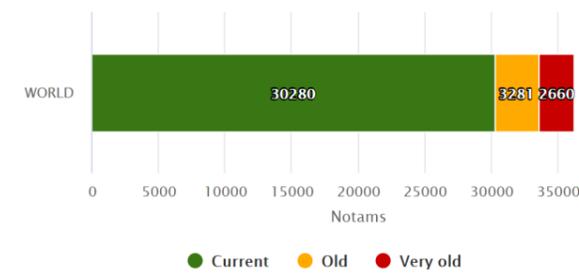
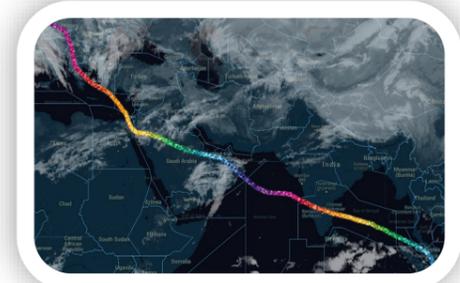
ICAO SARPs require:

- ◆ NOTAM should never be active for more than three months, and never be replaced more than once.
- ◆ Temporary changes of long duration (more than 3 months) shall be published as AIP Supplement.
- ◆ NOTAM temporary changes of long duration shall be moved to AIP SUP within 3 months.
- ◆ EST NOTAM that unexpectedly exceed the 3 month period may be extended for a further period not exceeding 3 months; however, if the expected extension goes beyond 3 months, an AIP SUP shall be issued.
- ◆ PERM NOTAM shall be moved into appropriate aeronautical information products within 3 months of issuing.



NOTAM PROBLEM

- ◆ It is not uncommon for a briefing package of a long-haul international flight to contain more than 100 pages, or 1 500 NOTAM.
- ◆ Findings have shown that around twenty percent of these will be old NOTAM, exceeding their three-month applicability period.
- ◆ Some EST NOTAM are being replaced multiple times which is in clear violation of the rules set forth.
- ◆ NOTAM are used to promulgate information that should have been issued via AIP Supplement or AIC.



CAUTION



- ◆ Safety critical NOTAM are being hidden by too much clutter.
- ◆ NOTAM should never be active for more than three months.

NOTAM IMPROVEMENT

- ◆ ICAO launched a new **Global Campaign on NOTAM Improvement (NOTAM2021)** by kicking off Phase 1 on old NOTAM with its first webinar on 8 April 2021. The objective is to reduce the number of old NOTAM still in circulation. The first webinar presentations and recording are available on:

<https://www.icao.int/NOTAM2021>

- ◆ Four (4) progress webinars are also scheduled on **16 June, 31 August, 28 October and 15 December 2021**. Registration links for the progress webinars as well as other information regarding the campaign, including the **NOTAMeter** tool are provided on the ICAO NOTAM website:

<https://www.icao.int/airnavigation/information-management/Pages/GlobalNOTAMcampaign.aspx>

A CALL TO ACTION

- ⇒ Conduct regular critical reviews of NOTAM to ensure **adherence to applicable ICAO SARPs**.
- ⇒ Ensure all NOTAM convey up-to-date, operationally significant and safety critical information.
- ⇒ Implement **quality management processes** throughout the aeronautical information value chain.
- ⇒ Work closely with originators of NOTAM.
- ⇒ Take action to **cancel, replace** and/or **publish** old NOTAM in **AIP, AIP Supplement** as applicable.
- ⇒ Actively **participate** in the **NOTAM2021 campaign events** and **provide feedback** (plans, actions taken, experiences and challenges, lessons learned) back to the community.

