



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



Priority Indicator	GG										
Address	EHZZNNLX	ESZZNNLX	EOZZNNLX	EVZZNNLX... (etc.)							
Date and time of filing	021432										
Originator's Indicator	EADVVVX										
Message Series, Number and Identifier											
NOTAM containing new information	NOTAM (series and number/year) A0062/20										
NOTAM replacing a previous NOTAM	NOTAMR (series and number/year) (series and number/year of NOTAM to be replaced) A0062/20										
NOTAM cancelling a previous NOTAM	NOTAMC (series and number/year) (series and number/year of NOTAM to be cancelled)										
Qualifiers											
FIR	NOTAM Code	Traffic	Purpose	Scope	Lower Limit	Upper Limit	Coordinates / Radius				
Q	E A C C / U F A L C / Z V /	N S O / A /	O O O /	O O O /	S 2 2 2 N O S 1 S S U O O S						
Identification of ICAO location indicator in which the facility, airspace or condition reported on is located						A) EADS					
Period of Validity											
From (date-time group)	B)	2	0	0	S	0	S	2	3	0	0
To (PRM or date-time group)	C)	2	0	0	S	0	O	0	1	0	0
Time Schedule (if applicable)	D)										
Text of NOTAM; Plain-Language Entry (using ICAO Abbreviations)											
E) AD CLSD											
Lower Limit	F)										
Upper Limit	G)										
Signature											

Global NOTAM Campaign

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NACC AIM Implementation Task Force (AIM/TF/5)
28-29 November 2022



Presentation Outline

01

Global NOTAM Campaign

Working together to eliminate old NOTAM

02

SAM Region NOTAM Analysis

Statistics and trends

03

Creating Quality NOTAM

What the regulations say

04

Improving the Quality of NOTAM for Safe Flight Operations

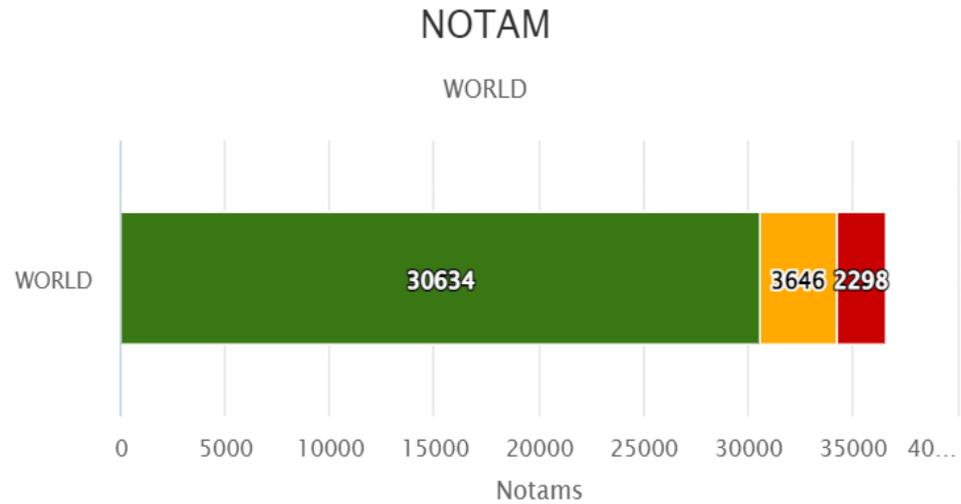
Implementation Package (iPack)

01 Global NOTAM Campaign

Working together to eliminate old NOTAM

NOTAM2021

Working together to eliminate old NOTAM



● Current ● Old ● Very old

Snapshot at 2022-08-01

Global NOTAM Campaign

Background

Launched on 08 April 2021

One of the largest ICAO webinars ever (with more than 1,000 participants)

Opening by Mr. Stephen Creamer, ICAO Director, Air Navigation Bureau

Several presentations providing perspective of end users, regulations, NOTAM statistics, as well as regional challenges

Reduction of old NOTAM throughout the year with progress webinars on 16 June and wrap-up on 28 October 2021

Introduction of the NOTAMeter (Ref 01 Jan 2021)

Dedicated website at www.icao.int/notam2021

NOTAM2021

Working together to eliminate old NOTAM



ICAO CAPACITY & EFFICIENCY

NOTAM2021

The Story of old NOTAM

Presented by

Mark Zee, Founder OPSGROUP

Capt. Lauri Soini, Airline pilot, IFALPA



ICAO CAPACITY & EFFICIENCY

NOTAM2021

What do the regulations say?

Presented by

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

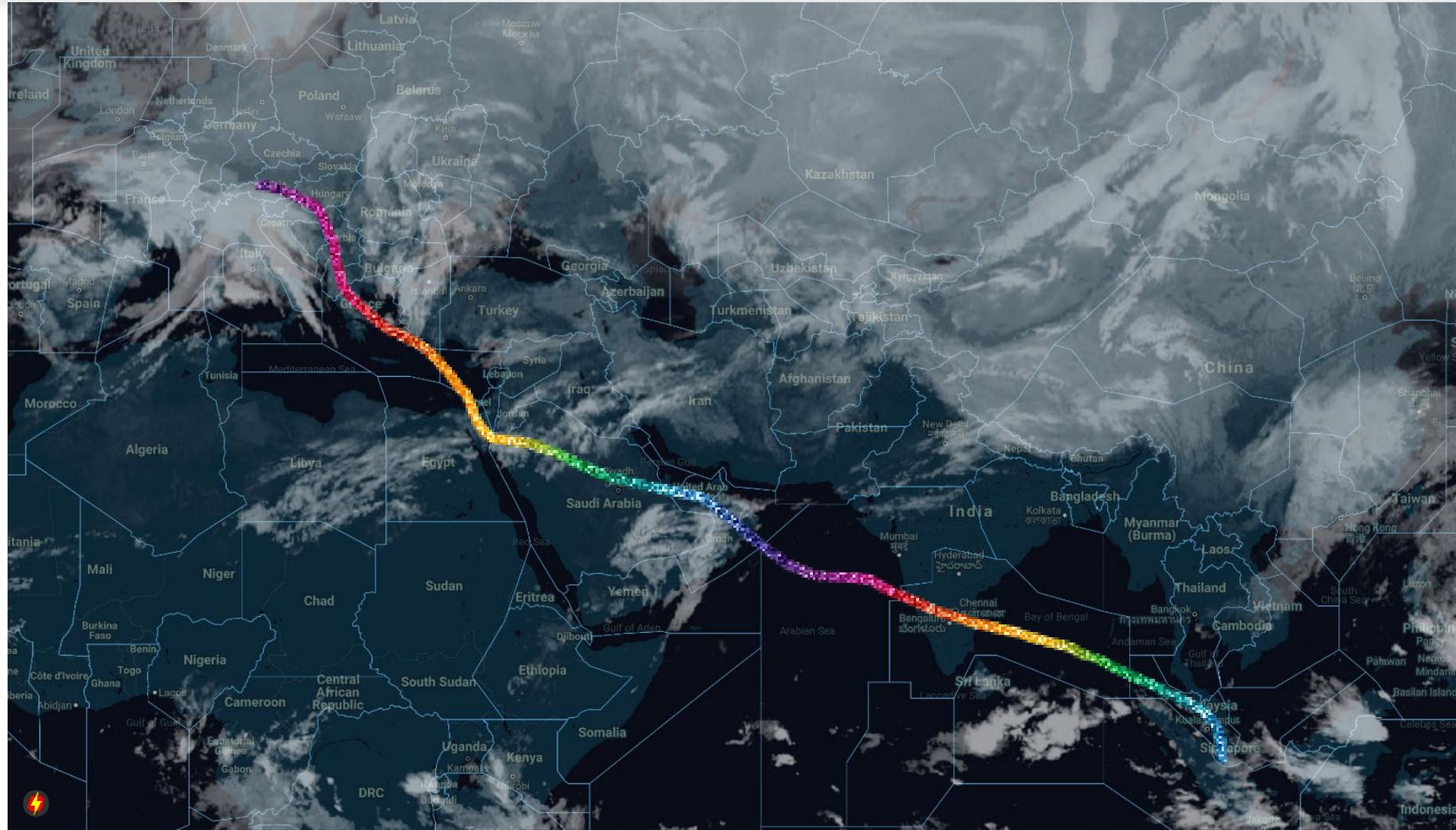
- A typical medium range, 3hr flight can generate **30 pages** of NOTAM
- A typical long range, 12hr flight can generate more than **200 pages** of NOTAM



ICAO

CAPACITY & EFFICIENCY

NOTAM2021



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

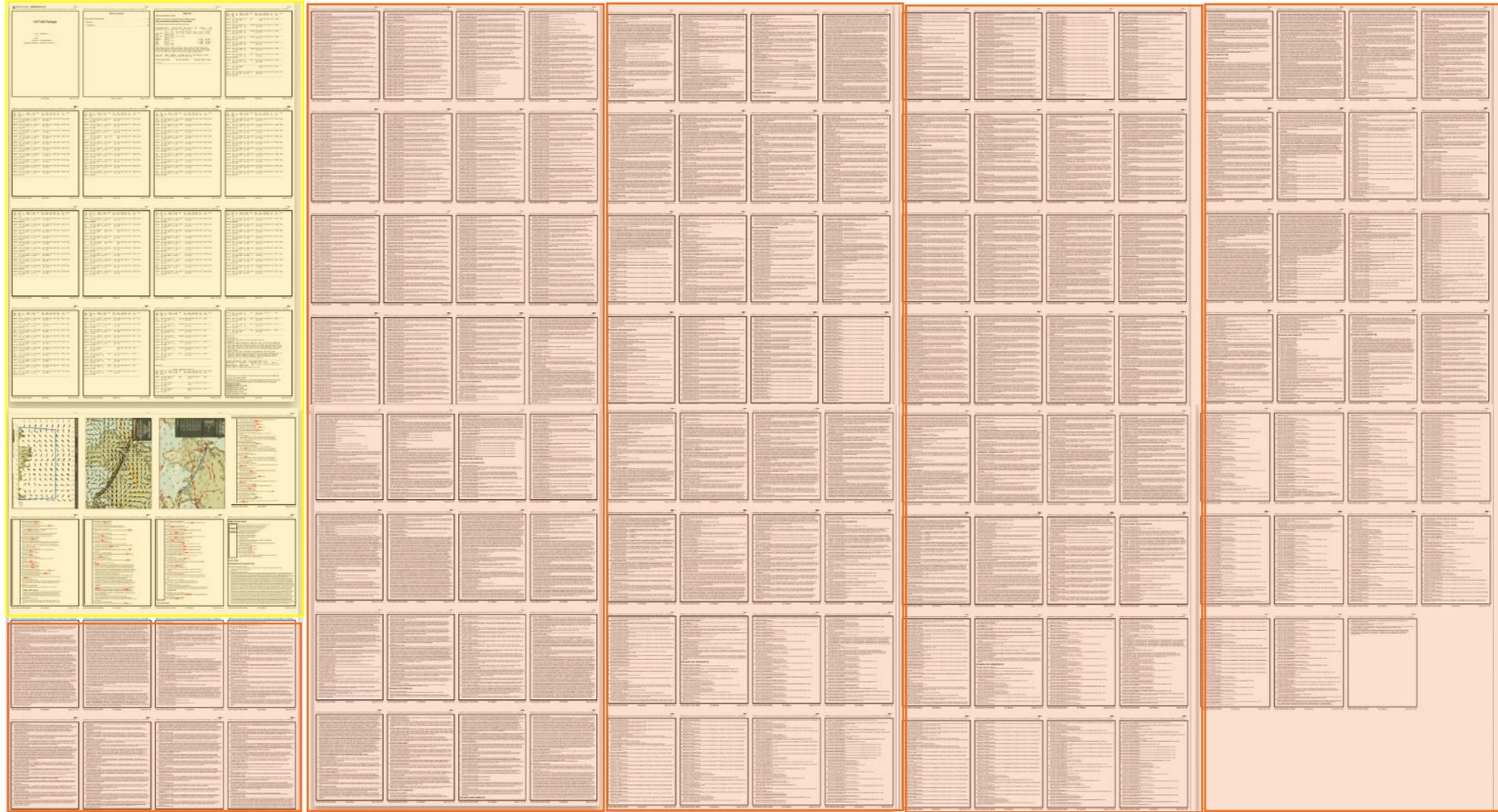
NOTAMS

NOTAMS

NOTAMS



Here's the briefing:
let's take a look.





0230-0930 1330-1630 VED-68 SIKKIM FIELD FRNG RANGE ACT FL / FL199
 VECF A0181/21 01FEB0300-06FEB1000
 0300-1000 VED-56 DARANGA FIELD FRNG RANGE ACT FL / FL131
 VECF A0168/21 01FEB0230-26FEB1230
 01-05 08-12 15-19 22-26 0230-1230 DONGABAHAL PROOF RANGE ACT WI COORDS 202000 TO 202400N AND 0831100 TO 0831900E
 FL / FL030
 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 191044.80N 0844722.85E, POINT C 185601.98N 0845238.50E, POINT D 191219.81N 0851455.09E AND POINT A
 191740.33N 0845512.40E FL / FL200
 VECF A0146/21 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 0870200E) POINT C(211140N 0871900E) POINT B(210400N 0865130E) AND THEN TO POINT A(212730N 0870200E) ALONG
 THE COASTLINE FL / FL249
 VECF A0112/21 16JAN0110-31MAR1200
 0110-0400 1030-1200 FREE HOT AIR BALLOON FLT ACT WILL TAKE PLACE WI AREA BOUNDED BY 10NM FM COORD 242853.02N
 0800123.43E FL / FL050
 VECF G0020/21 13JAN1048-27JAN2359 EST
 ATS ROUTE CONNECTIVITY FOR FLIGHT PLANNING AND OPERATIONS TO/FROM DARBHANGA AIRPORT (VEDH) IS AS BELOW:
 VERTICAL LIMIT: FL100/FL250 AIRSPACE CLASSIFICATION: CLASS D LONGITUDINAL SEPARATION: 50NM ROUTE WIDTH: 20 NM
 DETAILS OF THE ROUTINGS ARE AS BELOW: 1) FROM/TO ATS ROUTES R325/Q18/W105 (BI-DIRECTIONAL): -TAXOP - RUKNI- TR
 309/129 - 34.3 NM - MFA/4000 FEET- VEDH (261138.94N 0855455.38E), 2) FROM PPT VOR (UNI-DIRECTIONAL EB ONLY): - PPT VOR-
 TR051/ - 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/ - 16.2 NM - IPLAS - MFA/4000 FEET - G335 - 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 G0019/21 13JAN1045-27JAN2359 EST
 CONTROL ZONE FOR DARBHANGA (IAF) 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/GND, AIRSPACE
 CLASSIFICATION: CLASS - D, CONTROLLING UNIT: DARBHANGA TOWER, FREQUENCY: 123.5 MHZ, TELE FAX: 06272-225022 AND
 WATCH HOURS: HO. FL / FL065
 VECF A0065/21 14JAN0200-20FEB1130
 0200-1130 AERIAL LIDAR SURVEY WILL TAKE PLACE WI AREA: 241200N0875900E, 241200N0882500E, 225300N0884100E,
 220400N0881000E, 220700N0875200E, 231000N0881200E, 232600N0880000E, 241200N0875900E FL037 / FL055
 VECF A0053/21 11JAN0130-31MAR1200
 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 11JAN0130-31MAR1200
 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 A0033/21 08JAN0430-06FEB1130
 0430-1130 HOSTING OF ONE NON-LIT TETHERED SKY BALLOON WILL TAKE PLACE AS PER FLW DETAILS: 1) COORD: 232421.28N
 0882033.36E 2) BASE COLOR OF BALLOON: WHITE 3) DIAMETER OF BALLOON: 12FT 4) SHAPE OF BALLOON: PEARL SHAPE FL /
 FL001
 VECF A0032/21 08JAN0430-06FEB1130
 0430-1130 HOSTING OF ONE NON-LIT TETHERED SKY BALLOON WILL TAKE PLACE AS PER FLW DETAILS: 1) COORD: 223113.80N
 0882403.24E 2) BASE COLOR OF BALLOON: WHITE 3) DIAMETER OF BALLOON: 12FT 4) SHAPE OF BALLOON: PEARL SHAPE FL /
 FL001
 VECF A0016/21 03JAN2359-04APR2359 EST
 VHF A/G 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 G0185/08 29OCT1130-PERM
 VIDE NOTAM NO.G0013/07 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 AAL 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 AAI BUT NOT SETTLED BY THE OPERATORS.
 VECF G0047/01 03APR2300-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 ...



1,200 NOTAM
x 5 seconds each



Time required:
1 hour 40 minutes

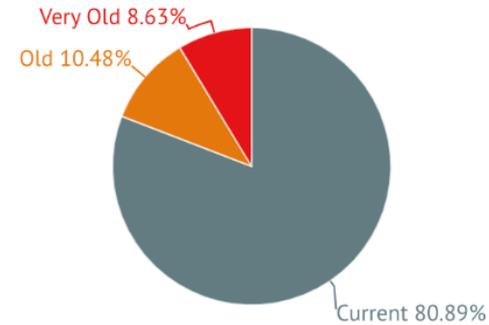


In airline flight operations, the time for the complete crew briefing is no more than 20 minutes. It is impossible to read and understand 120 pages of NOTAM.

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

The NOTAM problem

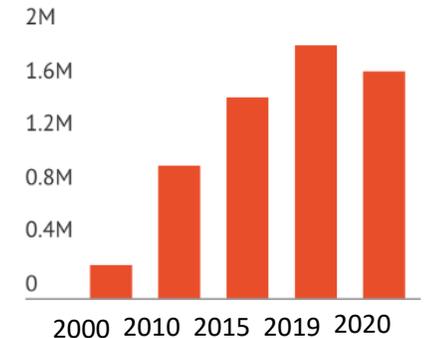
- One problem is **number of NOTAM** issued...
- **2000:** 250,000 NOTAM
2020: 1,700,000 NOTAM
- Average annual increase **100,000** NOTAM
- 20 years ago the briefing package would have been 17 pages, not 120 pages – usable.



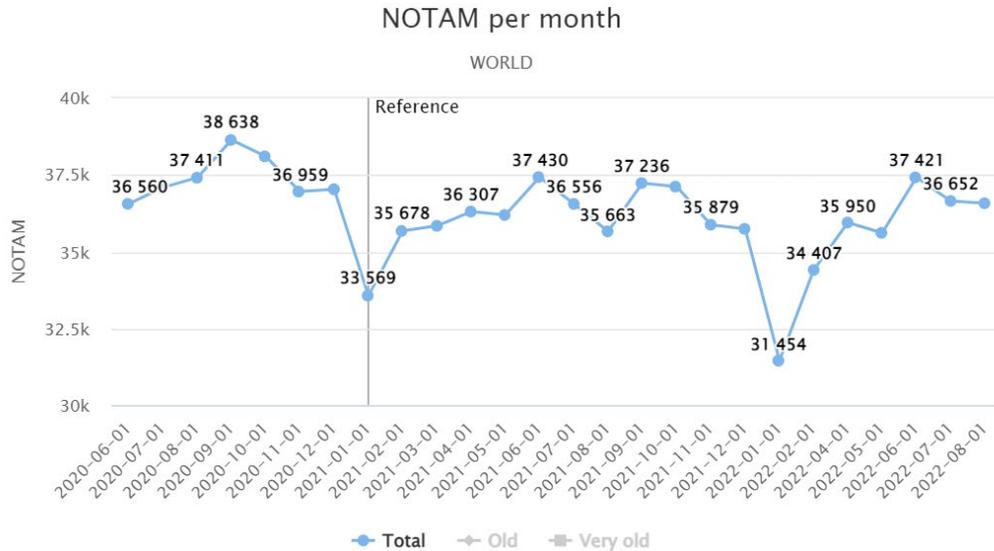
2020: 1.7 million NOTAMs issued, up from 250,000 in 2000.



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



Global NOTAM Campaign – Global statistics (Aug 2022)



Total NOTAM

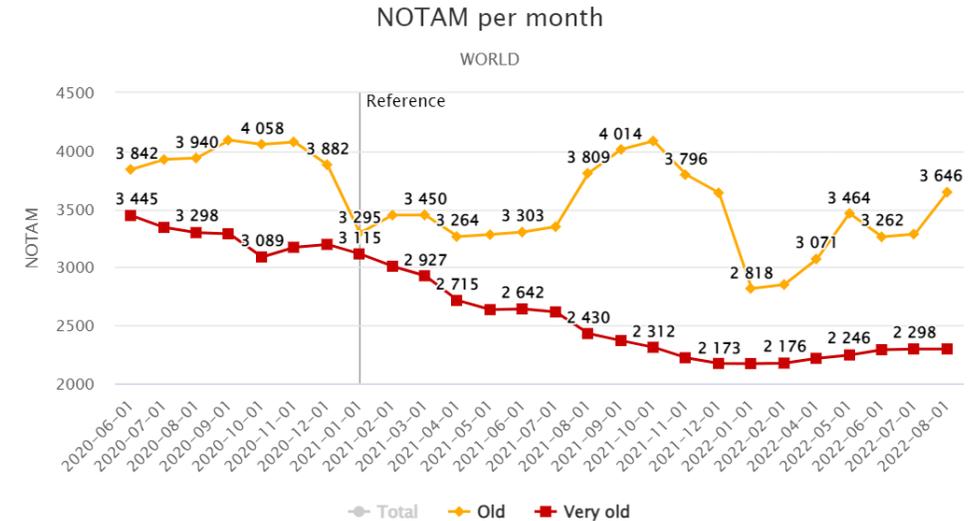
36578

Old NOTAM

3646 (10%)

Very Old NOTAM

2298 (6.3%)



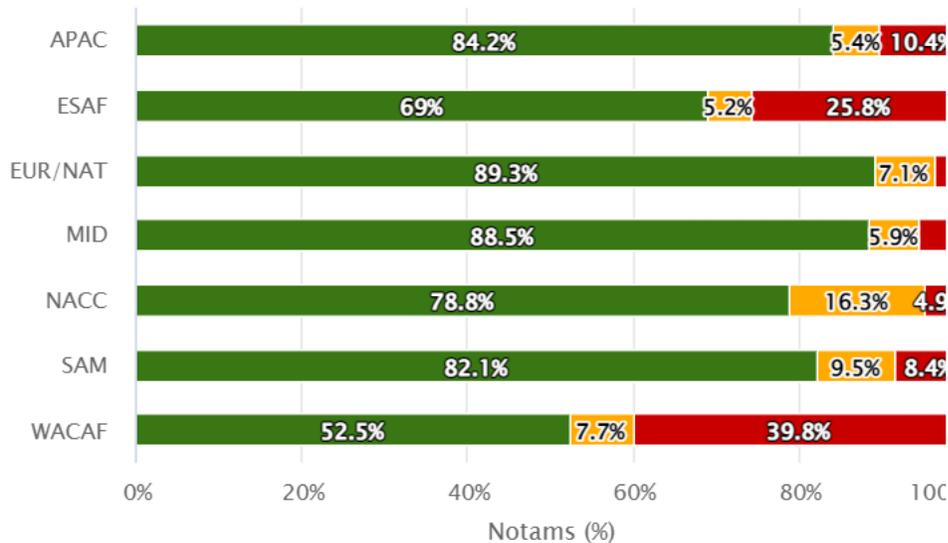
- Jan 2021: 33,569 total of which 3,295 old; 3,115 very old = 6,410, i.e. 19.1% non-compliant NOTAM
- Aug 2022: 36,578 total of which 3,646 old; 2,298 very old = 5,944, i.e. 16.3% non-compliant NOTAM
- Aug 2020: 37,411 total of which 3,940 old; 3,298 very old = 7,238, i.e. 19.3% non-compliant NOTAM
- Aug 2021: 35,663 total of which 3,809 old; 2,430 very old = 6,239, i.e. 17.5% non-compliant NOTAM
- Aug 2022: 36,578 total of which 3,646 old; 2,298 very old = 5,944, i.e. 16.3% non-compliant NOTAM

Global NOTAM Campaign – Regional statistics (Aug 2022)

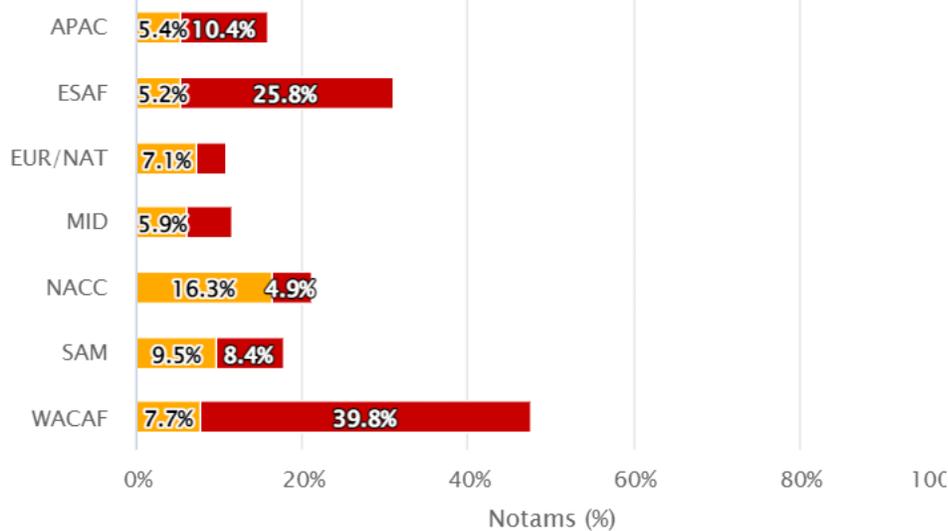


NOTAM Age Distribution

Relative, per region

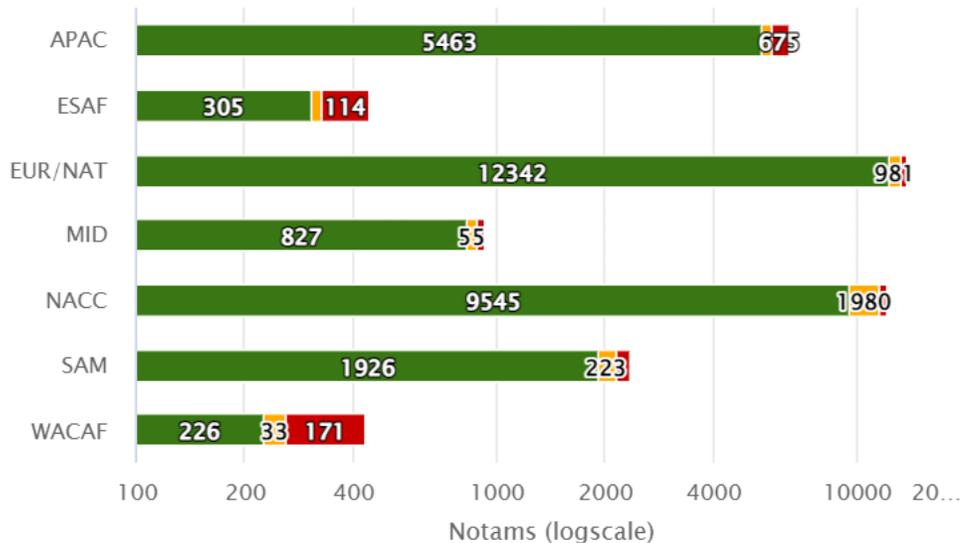


● Current ● Old ● Very old

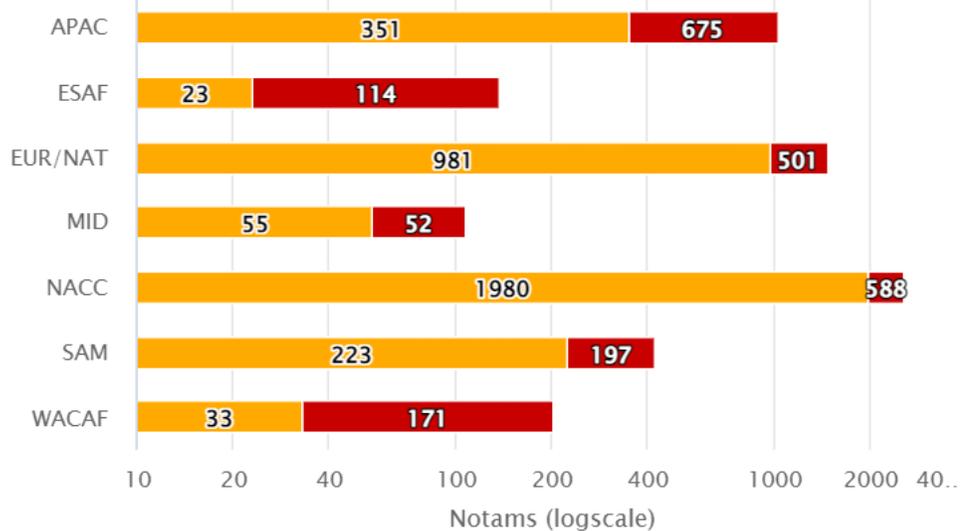


NOTAM Age Distribution

Absolute, per region



● Current ● Old ● Very old



Global NOTAM Campaign – Top 10 Worst States (Sep 2022)

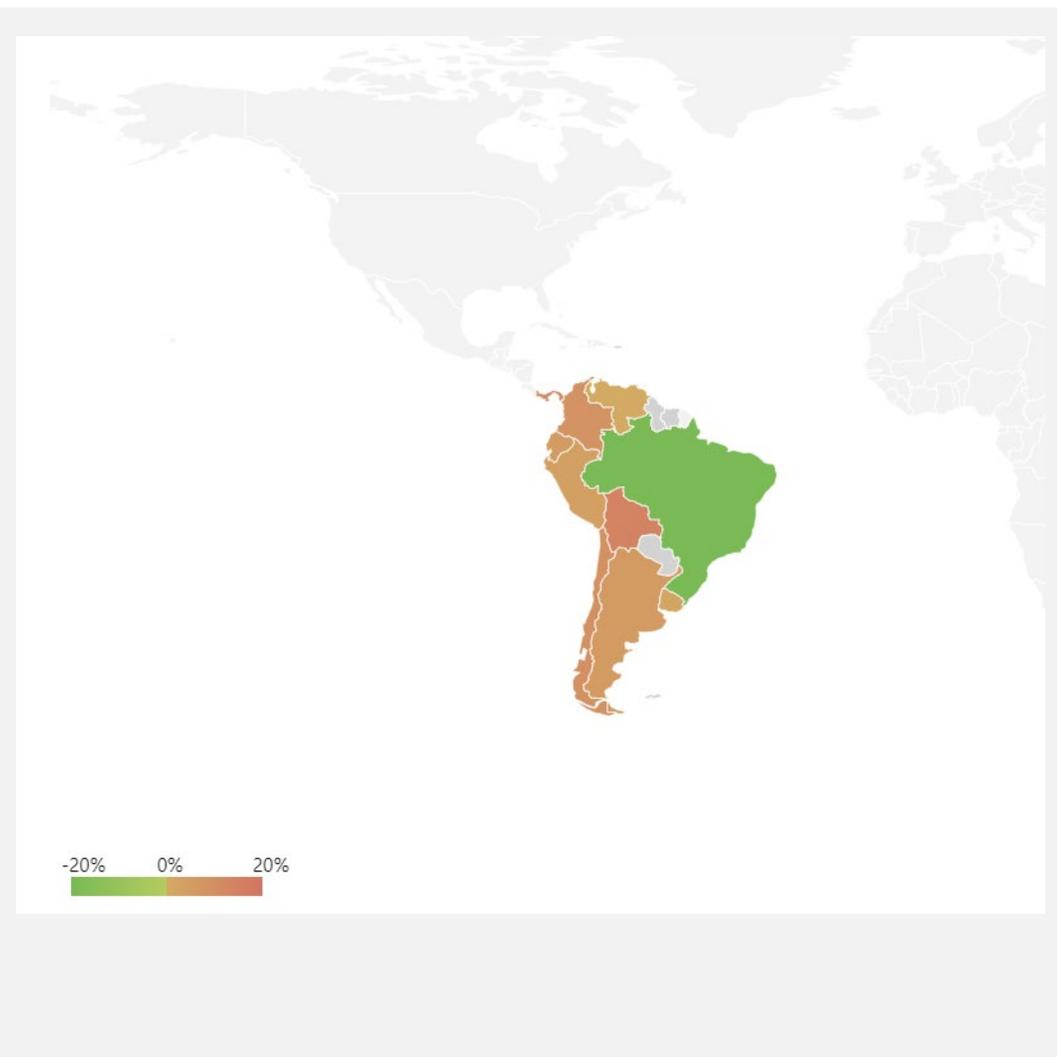
NOTAM						
State	Region	Total	Old	Old (%)	Very old	Very old (%)
United States of America	NACC	10322	1967	19.1 ↑ 3.5	600	5.8 ↓ -0.2
France	EUR/NAT	1830	339	18.5 ↑ 3.5	57	3.1 ↓ -6.7
Russian Federation	EUR/NAT	1657	209	12.6 ↑ 7.9	58	3.5 ↓ -1.8
Turkey	EUR/NAT	632	126	19.9 ↑ 15.2	99	15.7 ↓ -3.6
China	APAC	1476	102	6.9 ↓ -6	40	2.7 ↓ -0.3
India	APAC	998	61	6.1 ↓ -4.6	401	40.2 ↑ 4.5
Philippines	APAC	431	60	13.9 ↑ 5.2	58	13.5 ↑ 1.9
Australia	APAC	560	54	9.6 ↓ -1.2	3	0.5 ↑ 0
Argentina	SAM	863	52	6 ↑ 5.5	91	10.5 ↑ 0.3
Italy	EUR/NAT	1438	51	3.5 ↓ -3	9	0.6 ↓ -2.2

NOTAM						
State	Region	Total	Old	Old (%)	Very old	Very old (%)
United States of America	NACC	10322	1967	19.1 ↑ 3.5	600	5.8 ↓ -0.2
India	APAC	998	61	6.1 ↓ -4.6	401	40.2 ↑ 4.5
Turkey	EUR/NAT	632	126	19.9 ↑ 15.2	99	15.7 ↓ -3.6
Argentina	SAM	863	52	6 ↑ 5.5	91	10.5 ↑ 0.3
Indonesia	APAC	170	0		74	43.5 ↓ -0.9
Russian Federation	EUR/NAT	1657	209	12.6 ↑ 7.9	58	3.5 ↓ -1.8
Philippines	APAC	431	60	13.9 ↑ 5.2	58	13.5 ↑ 1.9
Germany	EUR/NAT	1615	35	2.2 ↓ -5.6	58	3.6 ↓ -10.8
France	EUR/NAT	1830	339	18.5 ↑ 3.5	57	3.1 ↓ -6.7
Cameroon	WACAF	55	1	1.8 ↓ -61.9	49	89.1 ↑ 52.9

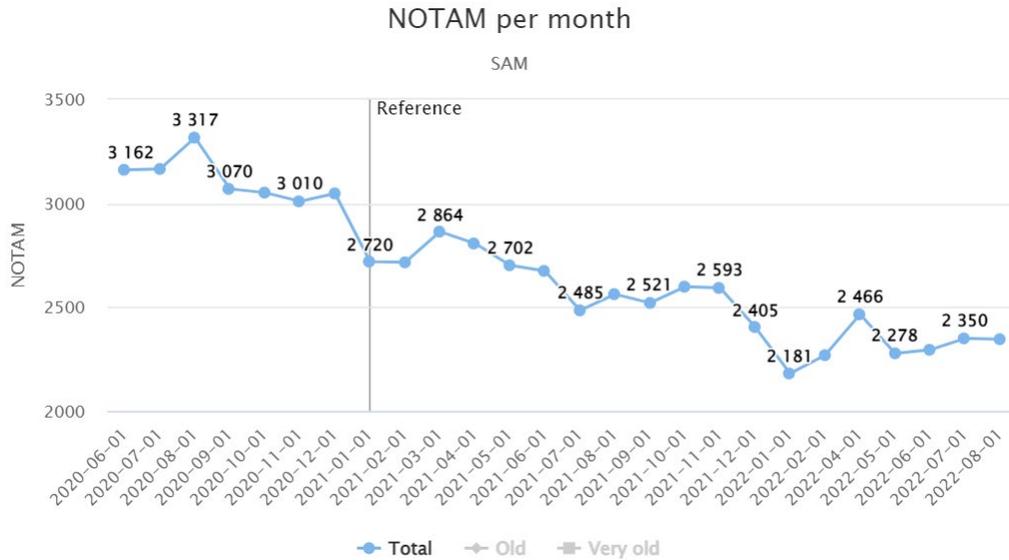
02

SAM Region NOTAM Analysis

Statistics and trends



Global NOTAM Campaign – SAM statistics (Aug 2022)



Total NOTAM

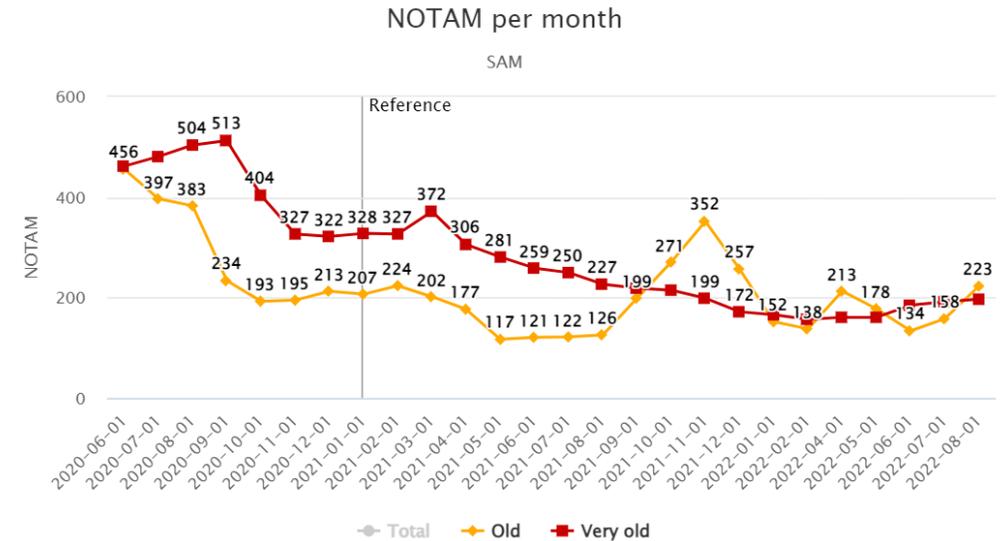
2346

Old NOTAM

223 (9.5%)

Very Old NOTAM

197 (8.4%)



- Jan 2021: 2,720 total of which 207 old; 328 very old = 535, i.e. 19.7% non-compliant NOTAM
- Aug 2022: 2,346 total of which 223 old; 197 very old = 420, i.e. 17.9% non-compliant NOTAM
- Aug 2020: 3,317 total of which 383 old; 504 very old = 887, i.e. 26.7% non-compliant NOTAM
- Aug 2021: 2,550 total of which 126 old; 227 very old = 353, i.e. 13.8% non-compliant NOTAM
- Aug 2022: 2,346 total of which 223 old; 197 very old = 420, i.e. 17.9% non-compliant NOTAM

State	Region	NOTAM				
		Total	Old	Old (%)	Very old	Very old (%)
Argentina	SAM	863	52	6 ↑ 5.5	91	10.5 ↑ 0.3
Chile	SAM	528	3	0.6 ↓ -6	0	
Brazil	SAM	331	5	1.5 ↓ -21.1	0	
Colombia	SAM	209	31	14.8 ↑ 8.5	45	21.5 ↓ -2.3
Peru	SAM	120	8	6.7 ↑ 2.9	28	23.3 ↓ -1
Bolivia (Plurinational State of)	SAM	89	18	20.2 ↑ 9.5	19	21.3 ↓ -7.9
Venezuela (Bolivarian Republic of)	SAM	80	12	15 ↑ 0.1	6	7.5 ↑ 1.1
Uruguay	SAM	72	1	1.4 ↑ 1.4	3	4.2 ↓ -0.5
Ecuador	SAM	40	3	7.5 ↑ 7.5	1	2.5 ↓ -20.2
Panama	SAM	22	7	31.8 ↑ 24.1	4	18.2 ↑ 10.5
Paraguay 	SAM	22	0		0	
Suriname 	SAM	7	0		0	
Guyana 	SAM	1	0		0	

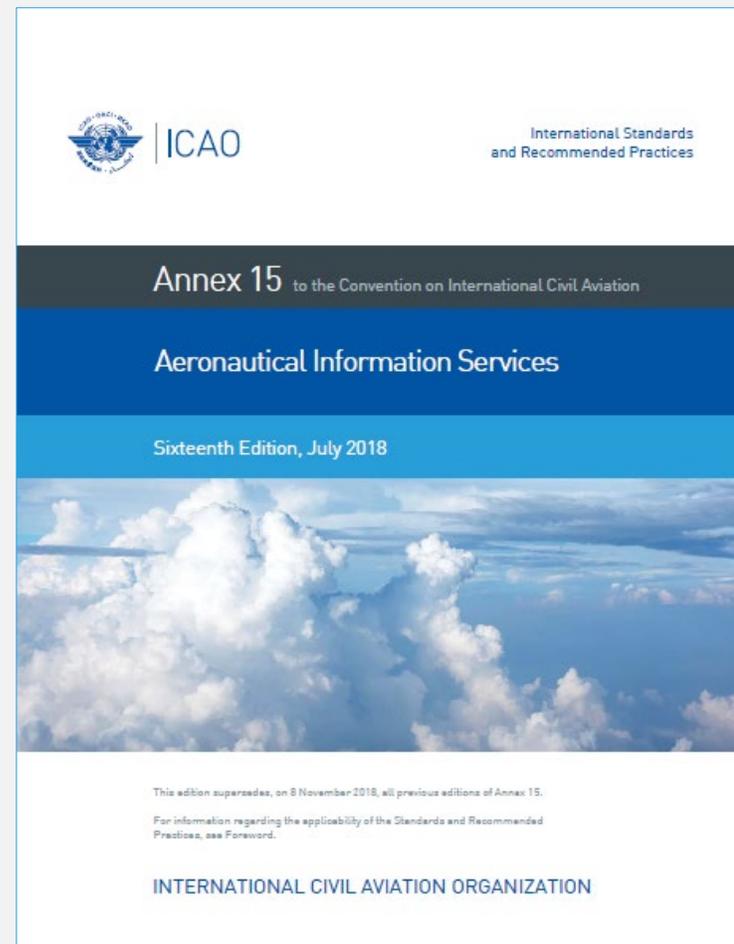
State	Region	Total	NOTAM			
			Old	Old (%)	Very old	Very old (%)
Argentina	SAM	863	52	6 ↑5.5	91	10.5 ↑0.3
Colombia	SAM	209	31	14.8 ↑8.5	45	21.5 ↓-2.3
Bolivia (Plurinational State of)	SAM	89	18	20.2 ↑9.5	19	21.3 ↓-7.9
Venezuela (Bolivarian Republic of)	SAM	80	12	15 ↑0.1	6	7.5 ↑1.1
Peru	SAM	120	8	6.7 ↑2.9	28	23.3 ↓-1
Panama	SAM	22	7	31.8 ↑24.1	4	18.2 ↑10.5
Brazil	SAM	331	5	1.5 ↓-21.1	0	
Chile	SAM	528	3	0.6 ↓-6	0	
Ecuador	SAM	40	3	7.5 ↑7.5	1	2.5 ↓-20.2
Uruguay	SAM	72	1	1.4 ↑1.4	3	4.2 ↓-0.5
Paraguay 	SAM	22	0		0	
Suriname 	SAM	7	0		0	
Guyana 	SAM	1	0		0	

State	Region	Total	NOTAM			
			Old	Old (%)	Very old	Very old (%)
Argentina	SAM	863	52	6 ↑ 5.5	91	10.5 ↑ 0.3
Colombia	SAM	209	31	14.8 ↑ 8.5	45	21.5 ↓ -2.3
Peru	SAM	120	8	6.7 ↑ 2.9	28	23.3 ↓ -1
Bolivia (Plurinational State of)	SAM	89	18	20.2 ↑ 9.5	19	21.3 ↓ -7.9
Venezuela (Bolivarian Republic of)	SAM	80	12	15 ↑ 0.1	6	7.5 ↑ 1.1
Panama	SAM	22	7	31.8 ↑ 24.1	4	18.2 ↑ 10.5
Uruguay	SAM	72	1	1.4 ↑ 1.4	3	4.2 ↓ -0.5
Ecuador	SAM	40	3	7.5 ↑ 7.5	1	2.5 ↓ -20.2
Brazil	SAM	331	5	1.5 ↓ -21.1	0	
Chile	SAM	528	3	0.6 ↓ -6	0	
Paraguay 	SAM	22	0		0	
Suriname 	SAM	7	0		0	
Guyana 	SAM	1	0		0	

03

Creating Quality NOTAM

What the regulations say





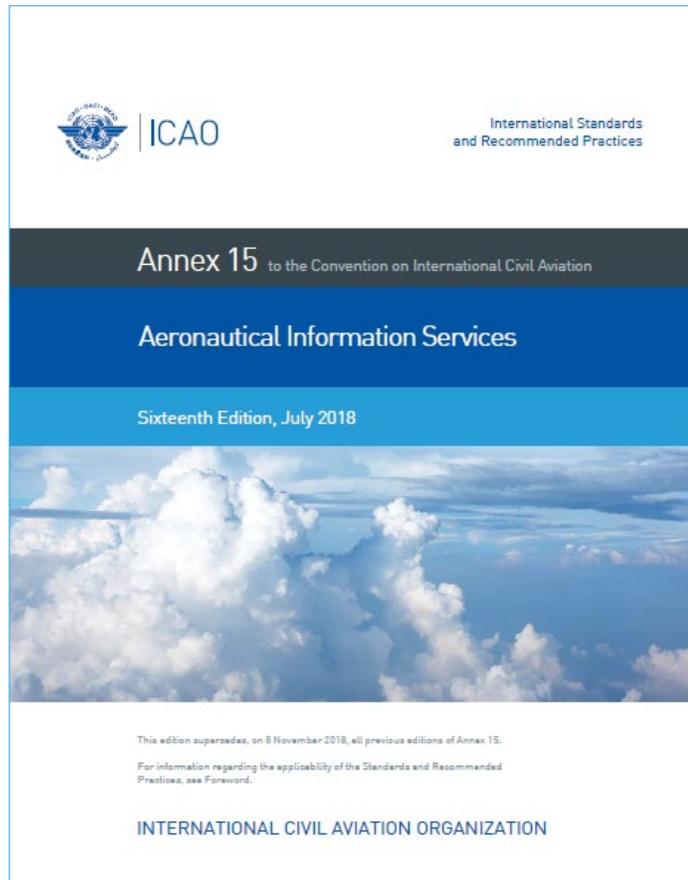
ICAO SARPs and Guidance on old NOTAM

- Annex 15 – Aeronautical Information Services (16th edition, 2018)
- PANS-Aeronautical Information Management (Doc 10066, 1st edition, 2018)
- Aeronautical Information Services Manual (Doc 8126, 7th edition, 2022)





Annex 15 – Aeronautical Information Services

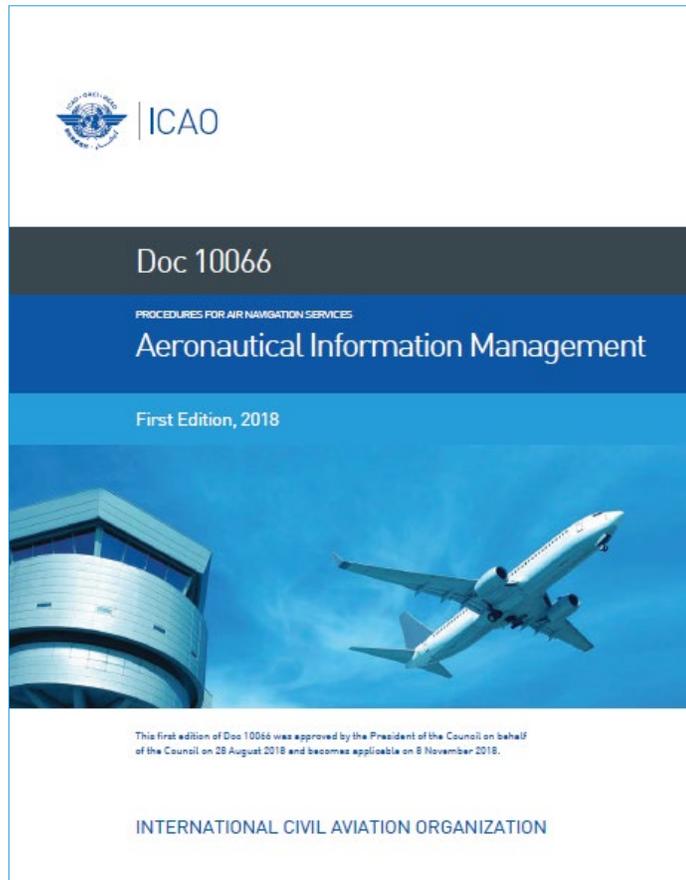


The Annex states that ...

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



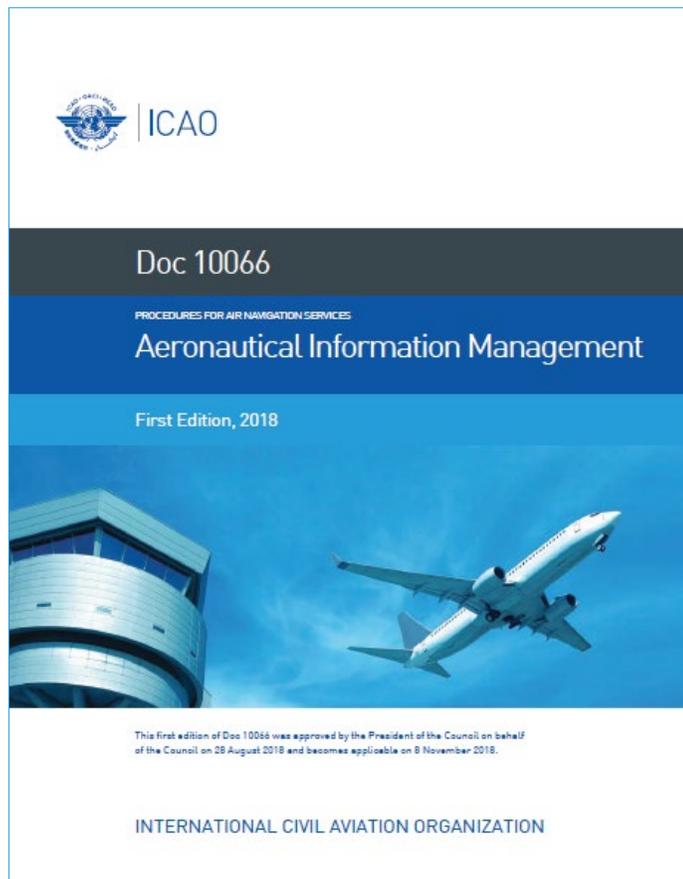
PANS-AIM states that ...

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 ...

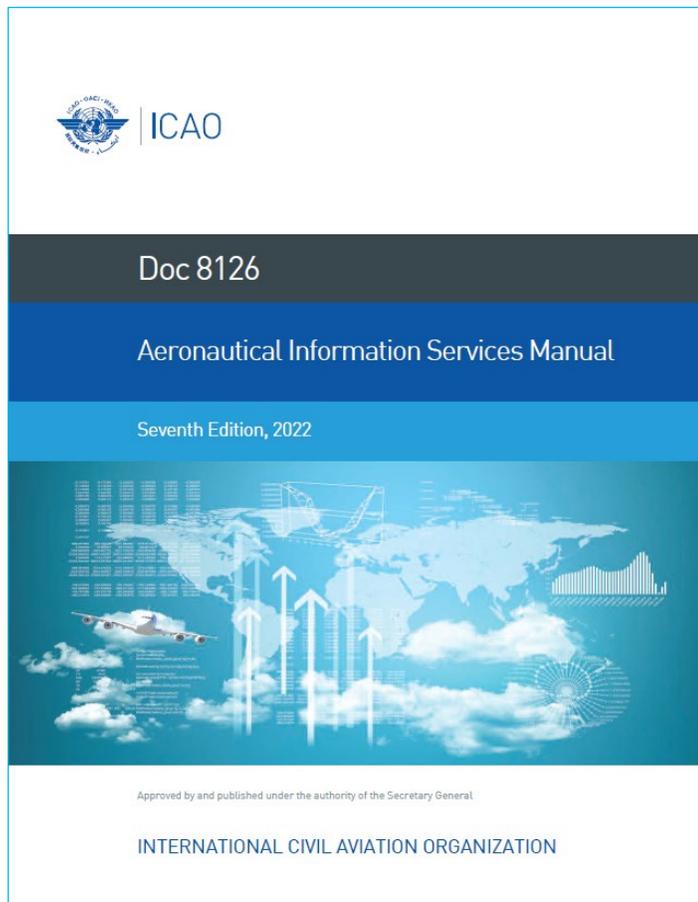
6.1.4.6 When a NOTAM with estimated end of validity unexpectedly exceeds the three-month period, a replacement NOTAM shall be issued, unless the condition is expected to last for a further period of more than three months; in this case, an AIP Supplement shall be issued.

Also keep in mind...



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

Aeronautical Information Services Manual

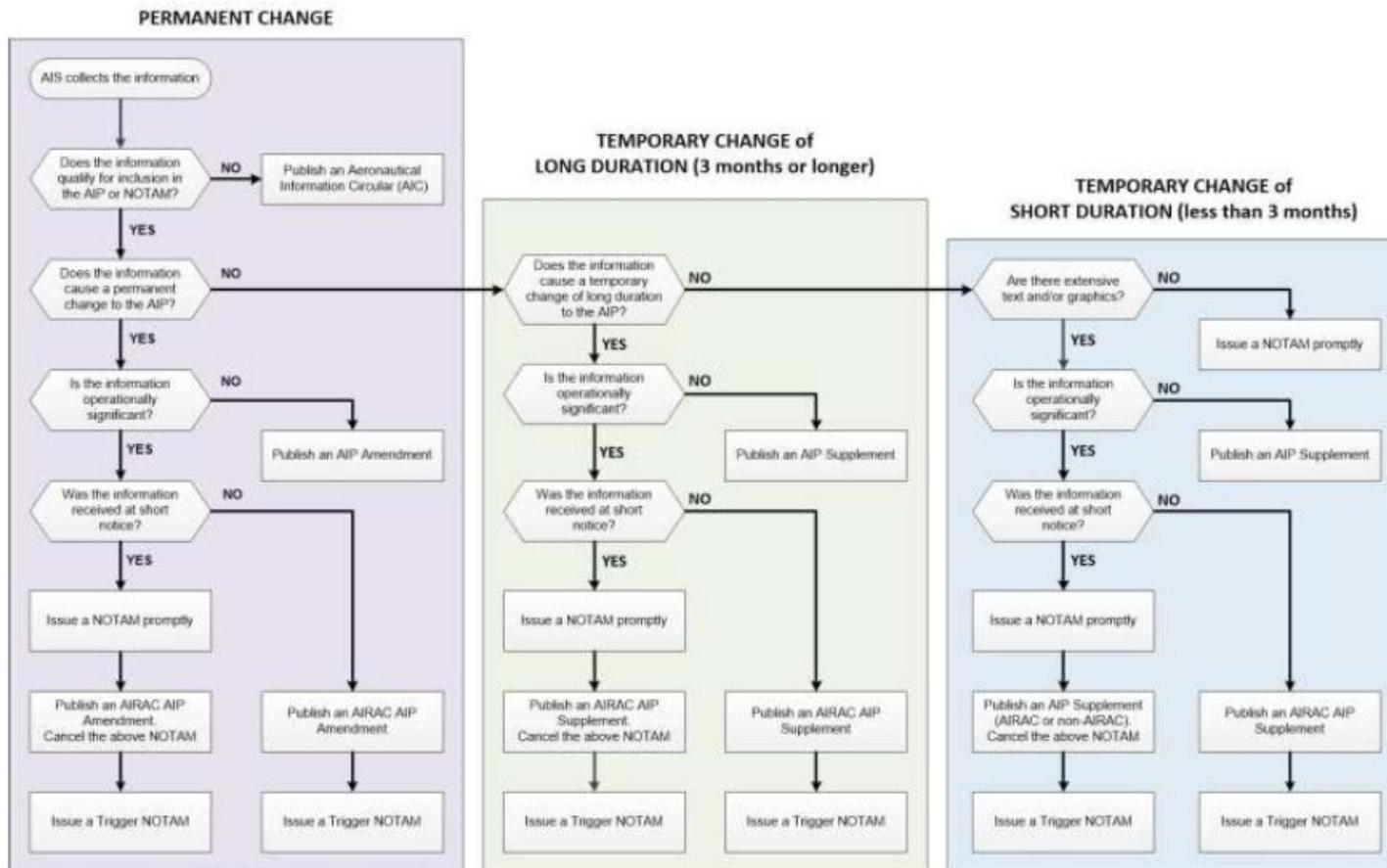


Doc 8126, 7th edition, states that ...

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, 7th ed., provides ...

Updated guidance on 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.

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 AIP AMDT, AIC, 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...



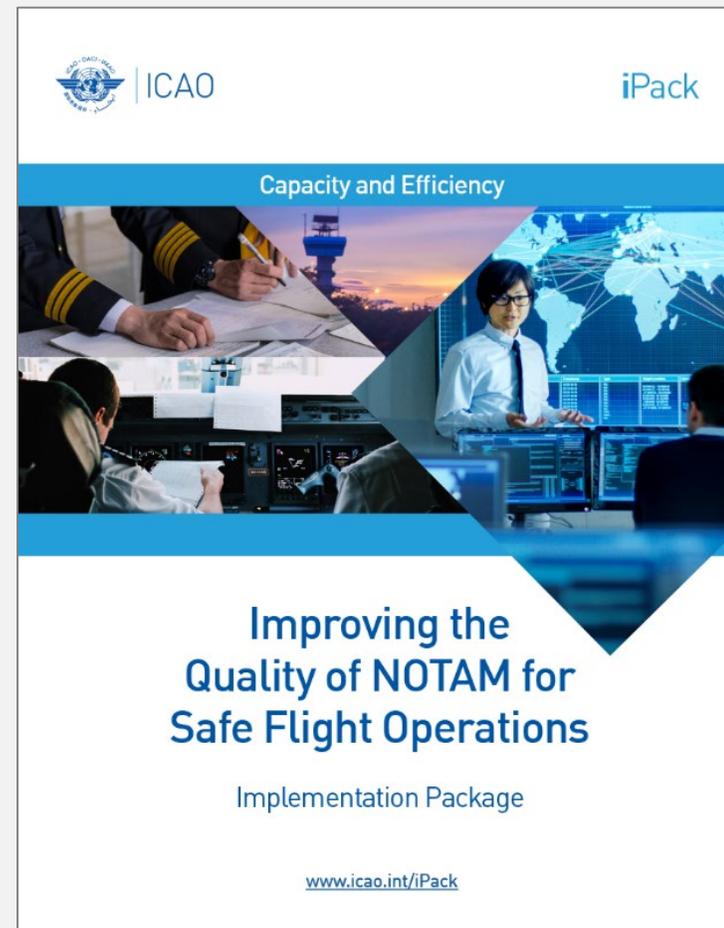
A **NOTAM** should never be active for more than **three months**, and never be replaced **more than once!**

Yes we can do it!

04

Improving the Quality of NOTAM for Safe Flight Operations

Implementation Package (iPack)



Improving the Quality of NOTAM for Safe Flight Operations

Implementation Package (iPack)

Goal

- To assist and guide CAAs and data originators in efficiently managing aeronautical information through education and raising awareness.

Objectives

- To understand applicable provisions, namely Annex 15, PANS-AIM (Doc 10066) and Doc 8126;
- To use the NOTAMeter to analyse NOTAM, run comparative analyses, and identify trends;
- To identify old and very old NOTAM and take action to cancel, replace and/or transfer the NOTAM to the appropriate aeronautical information products (AIP, AIP SUP, etc.);
- To cancel or replace all non-compliant NOTAM in a timely manner;
- To implement effective quality control procedures to avoid the issue of non-compliant NOTAM from reoccurring;
- To develop formal arrangements between AIS and data originators concerning NOTAM; and
- To ensure adequate competency through training for all NOTAM personnel.

Improving the Quality of NOTAM for Safe Flight Operations

Implementation Package (iPack) - continued

Target audience

- Civil Aviation Authorities and data originators

Contents

- Expertise: remote access to dedicated NOTAM SME (15 days over 3 months period)
- Tools: NOTAMeter
- Documents: ICAO Annexes and PANS, guidance material

Cost

- \$16,000 (plus additional SME days, if needed)

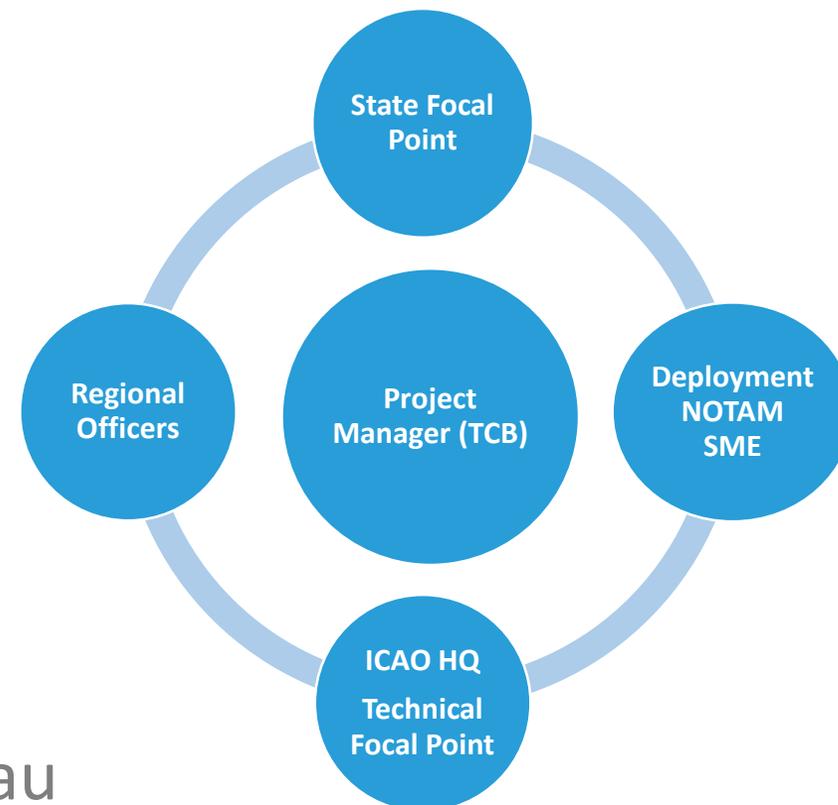


Improving the Quality of NOTAM for Safe Flight Operations

Implementation Package (iPack) - continued

Key Stakeholders for iPack Deployment

- Recipient State
- ICAO TCB Project Manager
- NOTAM Subject Matter Expert
- ICAO HQ Technical Focal Point
- Regional Officer



Contact ICAO Technical Cooperation Bureau

- <https://www.icao.int/secretariat/TechnicalCooperation/Pages/improving-the-quality-of-NOTAM-for-safe-flight-operations.aspx>



Thank You!