



# AFI Workshop on the improvement of NOTAM & the implementation of the new SNOWTAM format

## Purpose and expected outcomes

**Fanfe Bamba**

*Regional Officer, AIM  
Western & Central African Office*

**Virtual**

**22 – 24 June 2021**



# Outline

- Introduction
- Purpose of the workshop
- Expected outcomes



# Introduction

- NOTAM is intended to inform, with **short notice**, **personnel** concerned with **flight operations** on the **establishment**, **condition** or **change** in any **aeronautical facility**, **service**, **procedure** or **hazard**.
- The **issuance** of NOTAM is **relevant** when the **timely knowledge** of the information it contains is **essential** to personnel concerned with flight operations.
- This personnel include **flight crews**, **flight planners** and **flight simulators**;
- When issued in **compliance** with the **quality requirement**, NOTAM **highly contributes** to maintaining **safety**, **regularity**, **economy** and **efficiency** of the global Air Traffic Management (ATM) system.



# Introduction

- Unfortunately, **ICAO provisions** on NOTAM are **not fully implemented**, leading to some **quality issues**.
- **Permanent NOTAM** (NOTAM PERM) very often **stay indefinitely** in the system, **without** being **incorporated** into the **AIP**.
- Some NOTAM with **estimated end of validity** (NOTAM EST) are being **recurrently replaced**.
- NOTAM are use to **promulgate information** that **might have been issued** via **AIP Supplement** or **AIC**.
- **NOTAM Code** and **qualifiers** **do not adhere** all the time to the **predefined linkage table**.



# Introduction

- The **incorrect use** of NOTAM resulted to its **proliferation** and this **quality matter** is becoming a **safety concerns** worldwide.
- The **number** of NOTAM **issued globally** in a **year** has **exploded** from **250 000** in **2000**, to **1.7 million** in **2020**
- **Every day**, some **35 000** active NOTAM are circulating in the global air transport system, around **20%** of these NOTAM **exceed** the **3 month validity period**.
- Operational **safety critical NOTAM** are “**hidden in plain sight**” in **pre-flight briefing packages** **cluttered** with **old and administrative NOTAM**
- **Pre-flight briefing** packages for a **long-haul international flights** contain in average more than **100 pages** of **NOTAM information**.



# Introduction

- The ICAO **methodology** for **assessing** and **reporting** runway surface conditions will be applicable in **November 2021**.
- Known as the Global Reporting Format (**GRF**), it ensures a **harmonized assessment** and **reporting** of **runway surface conditions**, improving flight crew **assessment** of **take-off** and **landing performance**.
- Pursuant to Amendments **39-B**, **40** and **42** to **Annex 15**, the **new format** of **SNOWTAM** shall be used for **disseminating** the **runway condition report** to users.



# Purpose of the workshop

- APIRG/23 and RASG-AFI/6 expressed **concerns** about the **impact of NOTAM quality** on **aviation safety** and adopted **below conclusion**.
- APIRG/23 & RASG-AFI/6 Conclusion 2/05: ***Improving NOTAM Quality***
  - That, in order to improve the quality of NOTAMs in the AFI region, States and ANSPs:
    - a) develop mechanisms at national level to address the quality of NOTAMs as a matter of urgency;
    - b) participate in providing information to help improve the NOTAMeter; and.
    - c) fully participate in the ICAO Global campaign aimed at improving the quality of NOTAMs.



# Purpose of the workshop

- **The problem** of the NOTAM is **not limited** to the AFI region but a **global aviation safety and efficiency concern** that is prevalent in all regions.
- ICAO has **launched** the **Global Campaign** on NOTAM Improvement (**NOTAM2021**) aiming at eliminating **old** and **very old NOTAM** and **improving** the **overall quality** of the NOTAM system.
- The purpose of the workshop is to **address** the **overall quality concern** of the NOTAM in **AFI region** and to **prepare** for the implementation of the **new SNOWTAM format**.



# Purpose of the workshop

- With regard to the quality of NOTAM, the objectives are:
  - to raise awareness on the quality of NOTAM
  - to coordinate regional actions for eliminating old and very old NOTAM
  - to demonstrate the use of NOTAMeter tool to monitor old and very old NOTAM
- Guidance for an effective implementation of the new SNOWTAM format in support of the GRF implementation.



# Expected outcomes

- Following outcomes are expected:
  - Regional Plan of Action to eliminate old NOTAMs
  - Guidance for choosing the suitable product to promulgate aeronautical information
  - Recommendation for States' plan of action to improve NOTAM quality
  - Recommendation for States to review their plan of action to implement the new SNOWTAM in support to the GRF



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  
(MIDE) Office  
Cairo

Eastern and  
Southern African  
(ESAF) Office  
Nairobi

Asia and Pacific  
(APAC) Sub-office  
Beijing

Asia and Pacific  
(APAC) Office  
Bangkok



THANK YOU